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THE NAVY & ARMY ILLUSTRATED

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In Memory of
STEPHEN SPAULDING
1907 – 1925
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UNIVERSITY OF MICHIGAN

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Navy & Army Illustrated

A Magazine

Descriptive and Illustrative of Everyday Life in the Defensive Services of the British Empire.

EDITED BY

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THE
NAVY & ARMY
ILLUSTRATED.

VOL. I.—No. 1.] *FRIDAY, DECEMBER 20th, 1895.*

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Captain H.R.H. THE DUKE OF YORK, R.N., K.G., K.T., A.D.C.

THE DUKE OF YORK began his naval career by entering the "Britannia" in 1877 together with the late Duke of Clarence. Two years later the princes joined the "Bacchante" serving in her, first as naval cadets and then as midshipmen, throughout her historic cruise. From 1886 to 1888 Prince George (as the Duke was then) served as Lieutenant in the Mediterranean. In 1889 he commanded Torpedo Boat No. 79 in the manœuvres, and in the next year commissioned the gunboat "Thrush" for the North America and West Indies station. In August, 1891, he was promoted Commander, and commanded the "Melampus" in the manœuvres of 1892. Since then he has not served afloat. Prince George was created Duke of York and promoted Captain in January, 1893, just six months before his marriage with Princess May.

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A GROUP OF NAVAL OFFICERS.

THE government of a British Man-of-War bears in some respects a close resemblance to that of our country. Her Captain is Prime Minister and Foreign Secretary, her Commander presides at the Home Office, and her first Lieutenant looks after India and the Colonies in the shape of "flats, compartments, and orlops." Here we have the Triumvirate of executive officers which at the time this picture was taken ruled the "Royal Sovereign," the heaviest battleship we now have on active service.

Vice-Admiral The Rt.-Hon. LORD WALTER TALBOT KERR.

LORD WALTER KERR, now commanding the Channel Squadron, entered the Royal Navy in 1853. He served as Naval Cadet in the Baltic during the Russian War, and as Midshipman with the "Shannon" Naval Brigade in India during the Mutiny. He has been Secretary to the First Lord of the Admiralty, A.D.C. to the Queen, Second in command of the Mediterranean Fleet, and Second Sea Lord at the Admiralty. Lord Walter wears the Humane Society's Silver Medal for saving a bluejacket's life, and is as courteous and clever as he is brave.

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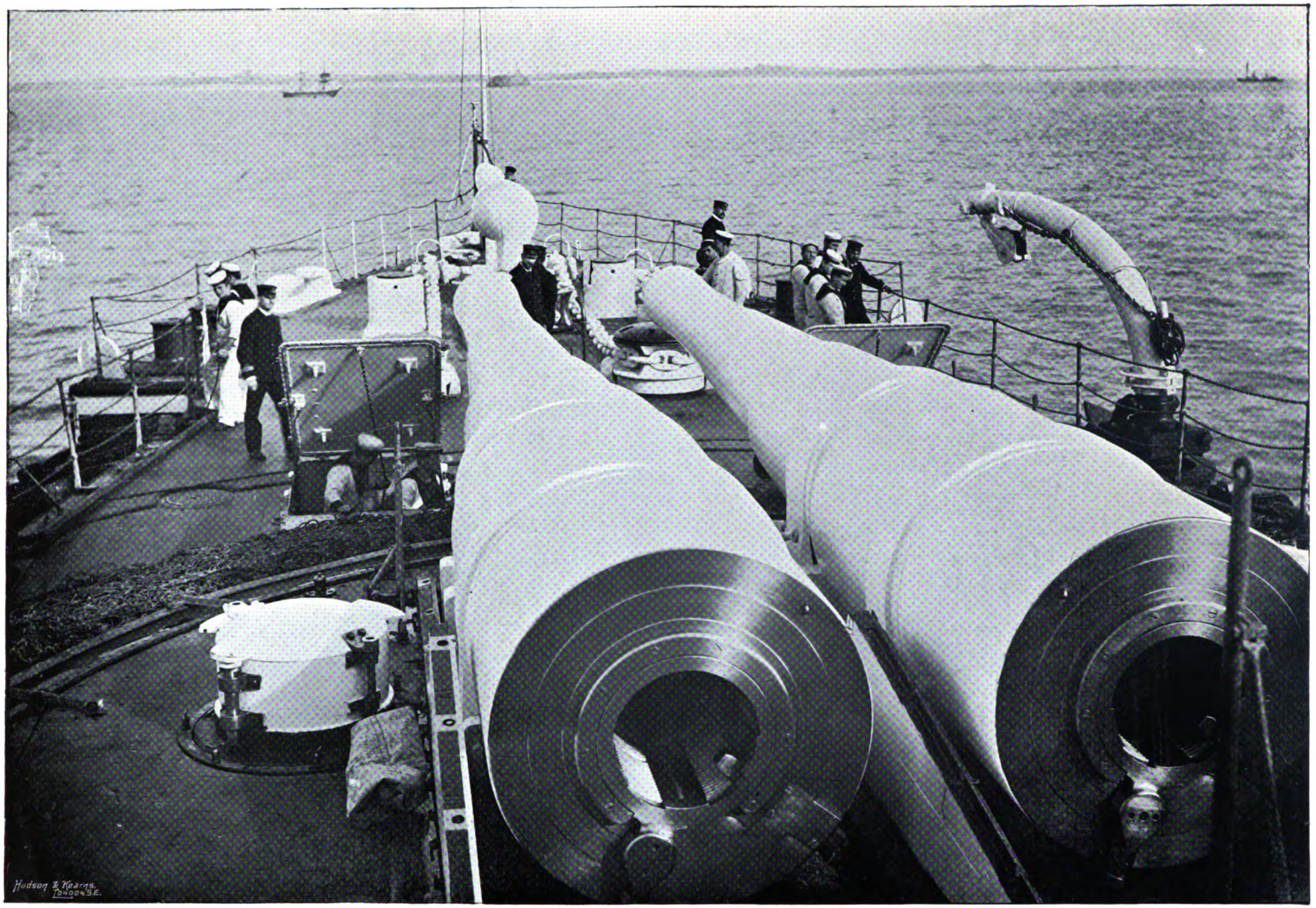

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LOOKING FORWARD ON BOARD THE "ROYAL SOVEREIGN."

THIS photograph, which was taken on board, from the fore bridge, when the "Royal Sovereign" was at Spithead in November last, just before the ship put to sea for her last cruise as flagship to the Channel Squadron, shows the two 67-ton guns of the ship mounted in the forward barbette. Two similar guns are mounted in a similar barbette aft, the two pairs forming together the principal armament of the ship. The barbettes themselves are protected with 17-inch steel-faced armour, and the guns will throw huge projectiles 13½ inches in diameter through 18 inches of iron, yet they are loaded, trained and fired with the greatest of ease.

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SIGNALLING BY SEMAPHORE ON BOARD H.M.S. "CAMPERDOWN."

THE scene is on the bridge of the "Camperdown," where the signalmen on duty are communicating by semaphore with another ship. All our ships use the semaphore for, so to say, "conversational" signalling and inter-communication within short distances. Our photograph was taken in 1891, when the "Camperdown" was flagship in the Channel. It was by semaphore on board this ship, in the Mediterranean in 1893, that Rear-Admiral Markham expressed to Admiral Sir George Tryon his inability to comprehend the evolution the execution of which proved so disastrous in its results to the "Victoria."

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H.M.S "ROYAL SOVEREIGN:" HOISTING THE STEAM PINNACE.

THE scene is at Spithead looking aft on board the flagship, "Royal Sovereign," which is shown at anchor with another battleship of the Channel Squadron, her sister ship, the "Resolution," close astern. The picket-boat has already been hoisted in, and secured, and the pinnace is in the act of being swung inboard to be secured, under the direction of the Commander, who is on the after-bridge "carrying on" the duty. The photograph was taken at Spithead last November, just before the "Royal Sovereign" left for the winter cruise of the Channel Squadron off the South West coast of Ireland.

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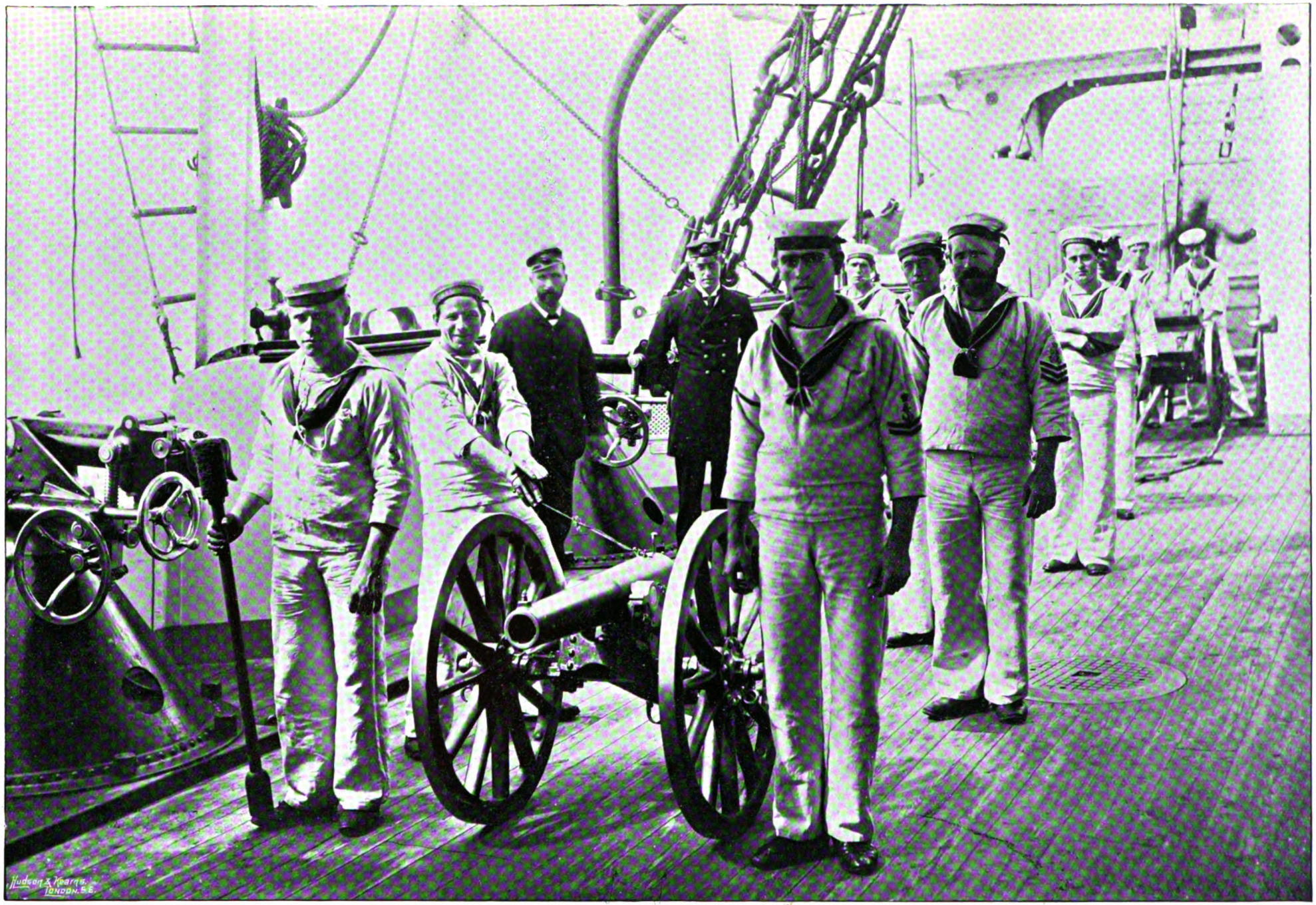

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DRILL WITH A "LIGHT" GUN ON BOARD THE "CAMPERDOWN."

EVERY battleship and cruiser in commission carries on board a number of light guns for use in her boats or as field guns on shore with a landing party should occasion arise. The number varies with the size of the ship:—thus, the "Royal Sovereign" carries four "light" guns; the "Camperdown" (on board which ship the photograph reproduced above was taken, when the "Camperdown" was flagship in the Channel Squadron in 1891), two; the first-class cruiser the "St. George," two—used with good effect in the recent operations on the Zanzibar coast—and so on down to small cruisers, which each carry one. Here we have a squad of bluejackets in comfortable white working rig at drill, the Captain of the gun being in the act of pulling the tube lanyard which fires the piece.

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ON THE FORECASTLE OF H.M.S. "ROYAL SOVEREIGN."

A SHIP'S Company is divided, speaking broadly, into two watches (each of which, of course, is further subdivided for duty), and the men go on leave when in port in turn, watch by watch. In our picture is shown the watch on board in the "Royal Sovereign" when at Portsmouth early in November last—upwards of three hundred and odd men of all ratings, bluejackets, stokers, and marines. The whole forecastle, including the lofty barbette and the two giant 67-ton guns, is shown covered and entirely hidden by the men, the camera being placed for the occasion right forward in the bows by the cable bollards which appear in the foreground of the photograph.

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PAY DAY ON BOARD THE "ROYAL SOVEREIGN."

THE pay chest on the table comprises several rows of drawers 'divided into compartments' to hold separately the money due to each man. The money is placed in the compartments in the Paymaster's office below, and the chest then brought on deck where it is paid out in the presence of an executive officer. The Paymaster is shown paying a bluejacket with the Commander of the ship on his right, while the Master-at-Arms, stands by to check the names of the men. Jack sweeps his money into his cap in the way a sailor has taken his pay ever since the time of Samuel Pepys. The British bluejacket of to-day is a thrifty soul, and seldom fails to remit a portion of his pay to the old folk at home or to have a little nest egg in the savings bank.

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SPORT IN THE NAVY,

BY REAR-ADMIRAL W. R. KENNEDY, (*Late Commander-in-Chief on the East Indies Station*).

IT will probably be admitted that the Royal Navy offers advantages in the way of sport such as no other profession affords. The roving life of a sailor, embracing every portion of the globe, gives facilities to a sportsman beyond the reach of most people, excepting those favoured individuals who can afford the luxury of a steam yacht. Sailors are, as a rule, good all-round sportsmen, though they may not be A 1 at any particular branch; but I cannot help thinking that more enjoyment is to be got out of life by doing many things fairly well, than in being a brilliant performer in one. We cannot all be Roberts or De Greys, and I am of opinion that when once a man has reached perfection the interest must cease, and he become blazé, a condition I have never observed in Naval officers. A sailor comes ashore from a cruise determined to enjoy himself, whether it be in the ball room or the field. At a ball he dances every dance, if he can. At the covert side he blazes away, perhaps not always safely, but pleased with himself, and quite satisfied if an occasional pheasant "flies into it." If he has the good fortune to get a day in the forest, and to kill a stag, he is happy for many a day, whereas the man who seldom misses, is put out, if his bird doesn't fall, and takes a pill when he gets home. The glorious moment when the line tautens, and the gleaming bar of silver flies into the air, sends a thrill of excitement through the sailor's veins, and makes his heart beat faster— a sensation unknown to the professional—and the man who kills hundreds of brace of driven grouse to his own gun cannot have the same pleasure as the poor mariner, who is content with a modest bag.

The Frenchman may sneer at us because we are not content unless we "kill something," but it is not so. If it was as simple to kill a stag as a cow, there would be no sport in it. It is the difficulty, and the uncertainty that constitute sport.

The old sea-dogs of history (sometimes irreverently called "canvas-backs") were probably not sportsmen; they had something else to do. It was these old heroes who made England what she is, all honour to them, and proud are we to follow in their wake, but that is no reason why the rising generation should not devote their leisure hours to the pleasures of the chase. I remember as a Mid. in China, once asking leave to go ashore for a walk with my gun. The ship had been three weeks in port and I had not left her. The answer was "Why, d——m it the sound isn't out of the cable yet." Again as a Lieutenant some years later I sent in an application for ten days' leave to go on a shooting expedition. This was promptly refused, the Admiral saying he never heard of such a thing since he had been in the Service. It was even said that the gallant old hero was so exasperated at the bare idea that he threw his wig down and stamped on it.

Some years after this I again found myself in the Mediterranean, the fleet was in the Bay of Naples and a party of us asked for twenty-four hours' leave to go to Rome. This was flatly refused, the Commander-in-Chief declaring that it was quite preposterous! but he granted us twelve hours—not sufficient to go there and back.

Happily we have changed all this, and a different system obtains, the Naval officer of to-day is as a rule a sportsman, and can sympathise with sportsmen. By this I don't mean that all are shooters or fishers—happily not, but I have never met one yet who was not fond of sport in some form or other, whether it be hunting, racing, golf, cricket, football, rackets, tennis, boat sailing, etc. All of which out-door sports are conducive to good health and contentment. Two of our most distinguished and gallant Admirals, now, alas! departed this life, Sir GEOFFREY HORNBY and Sir GEORGE TRYON, were both keen sportsmen, as are many who are still serving. In fact it often happens that the older a man gets the keener he is; but alas! though the aim be as true, and the eye undimmed, the hills seem steeper as age draws on, and the wind not so good as it was.

In my younger days I seldom had the opportunity of sporting, owing to the stirring times which followed my entry into the Service—the Russian war, 1854-5, followed by the China war, 1856-7-8-9—but during the latter epoch we had occasional opportunities for shooting when not otherwise engaged with the Chinamen. Frequently some little excitement was added to the day's sport, by the probable chance of being included in the bag, and on more than one occasion I had to run for my life with a horde of Chinamen yelping at my heels. Since those days sport has been made more easy, if less exciting—as one gets up in the Service, it becomes all plain sailing. The Captain mans his boat, and attended by his coxwain, and boat's crew to carry the bag, makes for the nearest marsh or pool, and is first on the spot, and gets the cream of the sport. But to my mind half the enjoyment in sport is to let others who have not the same facilities, share it, and nothing has given me more pleasure than to take a couple of youngsters with me and see the lads enjoy themselves. Some of these boys have turned out good sportsmen and do credit to their early training with gun and rod.

In Newfoundland we used to have as many as sixteen rods from the ship, and what pleasure it was to compare notes when we got aboard again, and to see who had the biggest fish. On the S.E. Coast of South America we used sometimes to land as many guns, and there was sport for all, without interfering with each other. The most audacious thing that ever happened to me in this respect, occurred during my last cruise in the East Indies, when a midshipman of the party, "wiped the Admiral's eye" with a big stag. The boy's delight can well be imagined and was no greater than that of the Commander-in-Chief, but discipline must be maintained, and the youngster was placed under arrest to be tried by court-martial. It was currently reported however, that the young rascal was ashore with his gun the very next morning, ready to wipe the Admiral's other eye, if he gave him a chance, and the big stag's head now adorns his father's hall.

It is astonishing how bluejackets and marines take to sport, although they may never have had the chance of seeing any. I have trained several coxwains as stalkers and gillies, and found them most keen, and apt pupils, never more pleased than when "gralloching" a deer, and carrying it down to the

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boat. Who, too, has not seen the faithful "Joey" following his master with waterbottle and haversack, looking vastly more at home than on "sentry go," or bayonet exercise, on board ship. But Jack's idea of sport is a seining party. Here he is seen in his element, and it is a form of amusement I have always encouraged and generally superintended, especially in the tropics, where seining can be carried on with pleasure and profit. On such occasions volunteers are not wanting, so a "hand of a mess" is told off, usually in charge of a warrant officer. The seine, some sixty fathoms long, is carefully overhauled, and about sun-down the party, rigged out in flannels, make for the rendezvous, a sandy beach devoid of rocks for choice. The seine is "shot," and all hands plunge into the water to haul it ashore. With eager expectation we watch as the corks approach the beach, how blank is the disappointment when there is nothing in it; on the other hand, what wild excitement as the gleaming phosphorescent light betrays the presence of some monsters of the deep, as they rush madly to and fro in vain endeavours to escape. And then the glorious moment when the net is hauled up high above the tide mark, and the glittering beauties of every size, shape and colour, lie gasping on the strand. Then for a spell, boys, whilst pipes are lighted and the grog passed round, whilst the seine is prepared for another haul.

How well I remember the last seining party in which I participated at Calcutta. The Viceroy had given me permission to haul the seine in some tanks in the Viceregal park at Barrackpore, where monsters were said to belong.

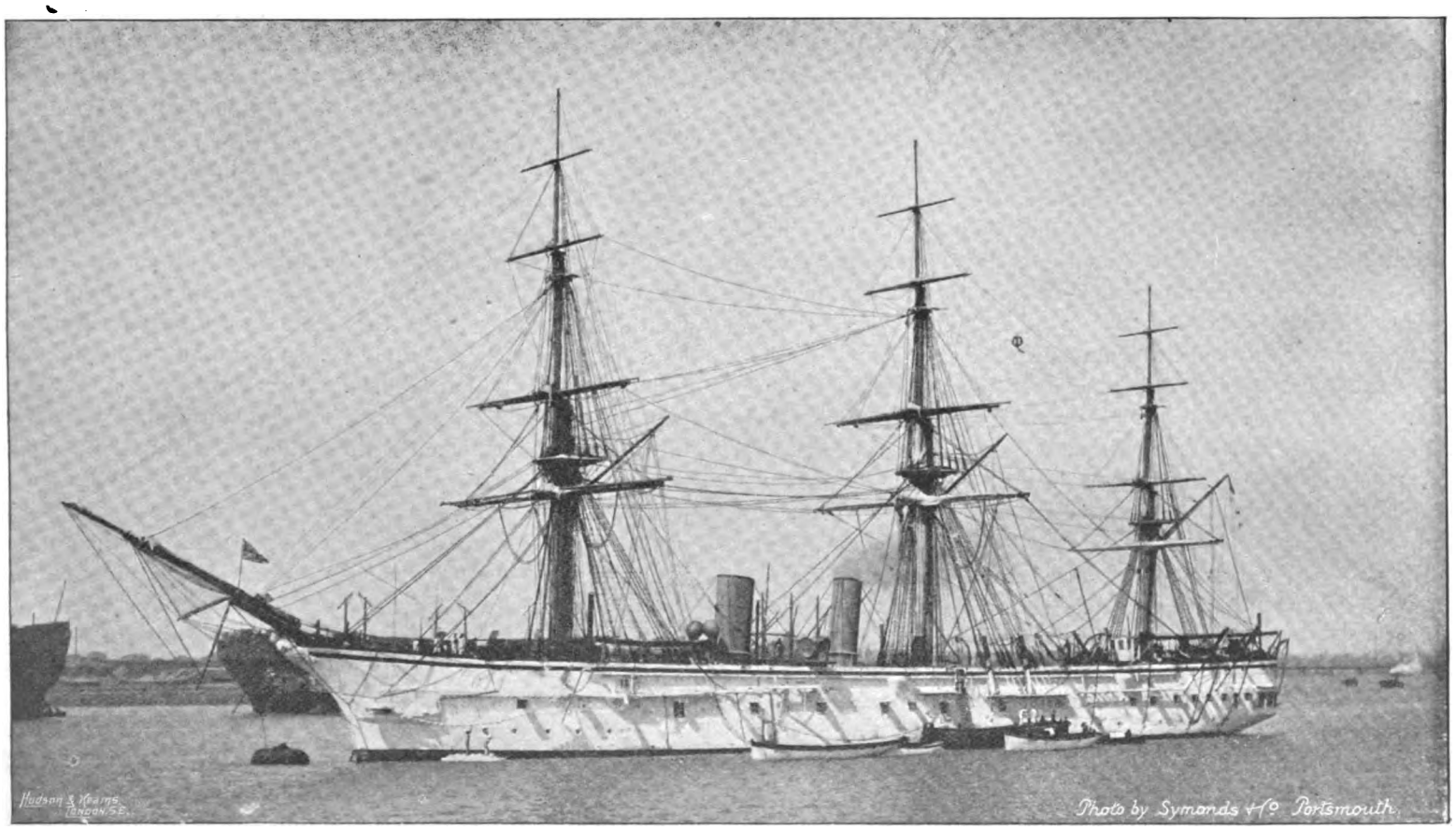
Our first haul being drawn blank, we doubled the seine by splicing one below the other, and repeated the evolution. For some moments nothing appeared, but as we got near the end of the tank, a huge fish leaped clean over the net followed by several others. The excitement was now intense the men redoubled their exertions. and it became apparen that several big fish were still in the net. My coxswain was afloat in a small dingy, shouting out his directions in a loud voice, when an immense fish sprang out of the water, hit him in the stomach, and knocked him overboard. The boat was capsized on the top of him, but presently he reappeared. covered with weeds and slime, his mouth full of mud, which, however, did not prevent him from using most terrible language, to the great amusement of us all. He was finally dragged ashore in the "cod" of the net, along with some enormous fish, which scaled from 30lbs. to 50lbs. apiece. After several successful hauls we adjourned to a sumptuous repast which Lord Lansdowne had most generously provided under the shade of a banyan tree, where the tars regaled themselves to their hearts content, drinking to the health of our popular Governor-General and his charming wife.

It sometimes happens that curious and rare fish are killed or stunned during torpedo practice, as I have reason to remember, for on one occasion a diabolical specimen, commonly called a "Parrot" fish, came to the surface, and was duly deposited in my boat in which I was superintending the operations. As soon as we got on board, the fish, which was apparently dead, was passed up for inspection, and whilst examining the creature, its jaws snapped together with such force that it bit off the top of my thumb, the piece falling on the deck. I went below to have the wound dressed, and while the surgeon was cauterizing it to guard against poison, my coxswain followed me down with the top of my thumb, asking what was to be done with it?

We had a young leopard on board, a most savage little beast, so I told him to give it to the leopard, which I believe was done. Whether the taste for human flesh affected its temper or no, I am not prepared to say, but we could do nothing with the brute so it was sent home to the Zoo, where it died.

I think I have touched but lightly upon the opportunities afforded to Naval officers of sporting tastes, from the Midshipman to the Admiral; but I hope I have not in this article led any one to suppose that sport is, in my opinion, the sole aim and duty of a Naval officer. Such is not my intention, far from it; but I maintain and always shall, that sport and duty do not clash, and that on the contrary, they can be so combined as to assist one another, and make Naval officers more contented with their noble profession, and more zealous in the performance of their duties.

In these piping times of peace the work and routine of a man-of-war would be apt to be monotonous, were it not for a substratum of sport. A man will work none the less keenly from knowing that as soon as it is over, his mate is waiting for him with gun, rod, or golf club, round the corner, and when his holiday is over, he will, if he be a true sportsman, as I know he must be, buckle to at his work with renewed zeal and energy, refreshed in mind and body, and with a clear conscience possibly somewhat marred by the reflection, of how he missed that "Rocketer," or maybe lost the biggest fish of the season through not overhauling his tackle in his watch below. W. R. KENNEDY.



H.M.S. "BOADICEA," RECENTLY FLYING THE FLAG OF REAR ADMIRAL W. R. KENNEDY ON THE EAST INDIES STATION.

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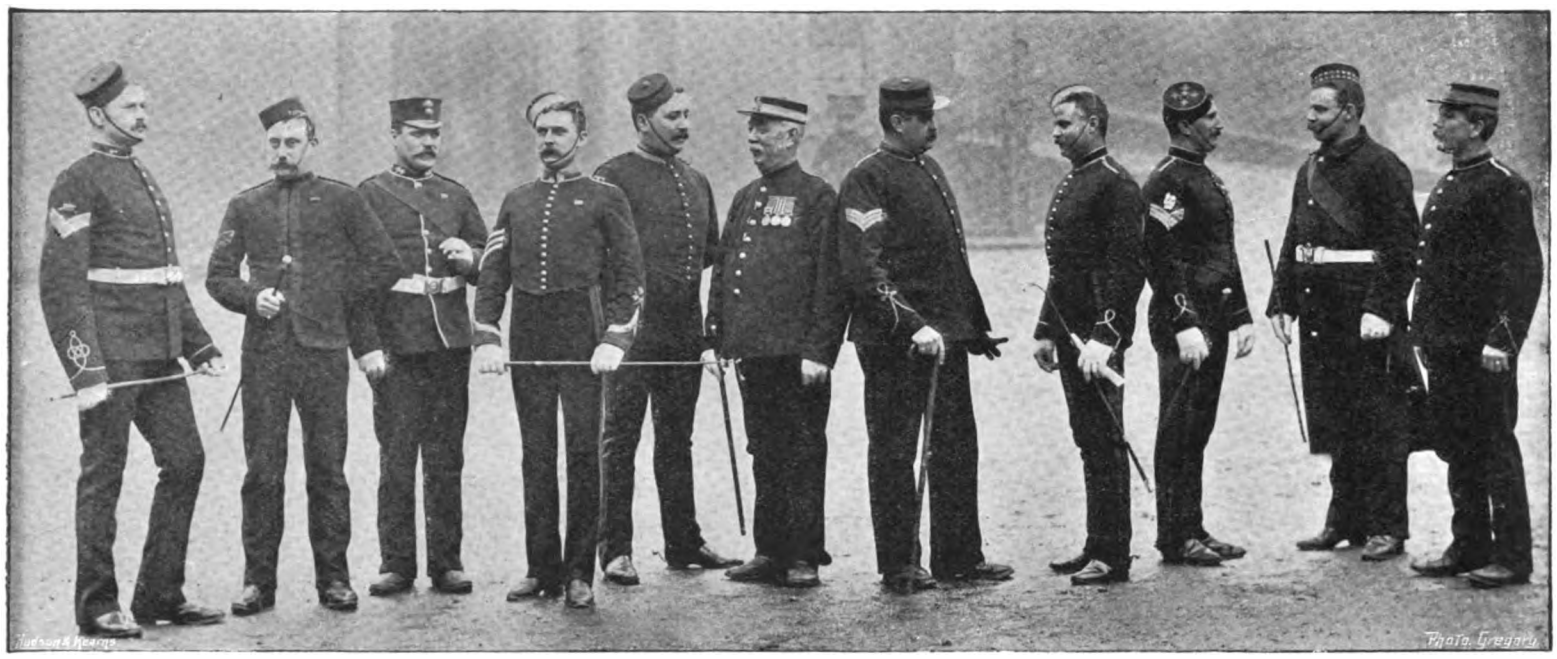
RECRUITING FOR THE ARMY,

BY LIEUT.-COL. F. C. TURNER,

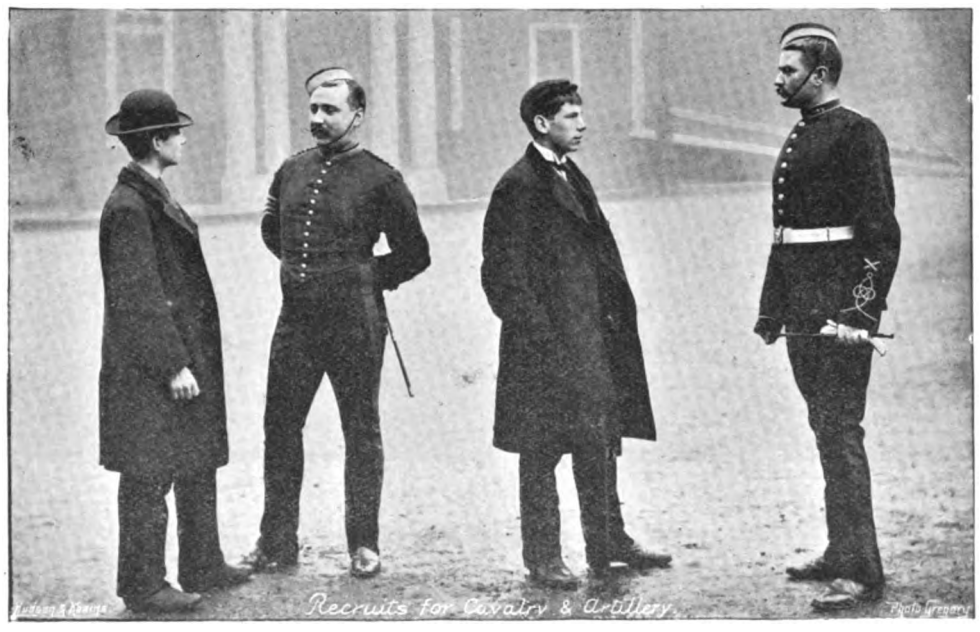
(Late Recruiting Staff Officer, London Recruiting District.)



SERGEANTS OF THE RECRUITING DEPOT AT ST. GEORGE'S BARRACKS, TRAFALGAR SQUARE.

ST. George's Barracks, Charing Cross, the Depôt of the London Recruiting District, is by far our most important centre of Army recruiting. Of course, a great number of recruits are obtained annually through Regimental Depôts throughout the country, but as a matter of fact, when a man wants to enlist, he generally leaves his district to do so, the Territorial system notwithstanding. About one quarter of the recruits for the whole Army are actually enlisted at St. George's Barracks, and a considerable proportion of the remainder at Woolwich, Hounslow, and other neighbouring centres. The machinery at Charing Cross for everything connected with recruiting is, of course, very complete, and attached to the barracks there is a contingent of special recruiters, a number of whom are daily in evidence within a few hundred yards of St. Martin's Church. These men are paid from two and sixpence to five shillings each for every recruit they bring in, the lower sum being the infantry rate while the five shillings is paid for Cavalry, Guards, and Artillery recruits. They get as much as from £2 to £3 for a Life Guardsman. Amongst Londoners the Cavalry, Highlanders (or Scotch Highlanders as the London recruit calls them) and the Rifle Brigade are in particular demand, the hardest recruits to get being those for Garrison Artillery, for which men of exceptional physique are required, while the branch is not particularly popular. With recruits for the Royal Engineers a special course is taken, as they have to be tested in their knowledge of a trade. There are certain workshops in London where this testing is undertaken for a fee, and as, even when a man has undergone this test he may still be rejected at Chatham; it will be seen that it requires genuine knowledge of a trade to become a Royal Engineer. In the case of the Royal Engineer, too, a certificate of character is required, and the same qualification is necessary in regard to the Army Service Corps and the Medical Staff Corps. But with the line or cavalry recruit, provided there is nothing of a suspicious nature about him, such as a recruiting officer of experience can generally detect at a glance, a character is not considered a *sine qua non*.

A good deal is heard from time to time about "special enlistments," that is, of undersized lads who promise to fill out to the required development. Personally, I am in favor of these, for the simple reason, that by taking these "growing lads" you secure recruits of a much better class than you can if you decline to take anyone under a hard and fast standard of measurement. I may mention, too, that many cavalry commanding officers have declared that these "specials" often turn out the best soldiers they have. In London the general rule as regards admitting



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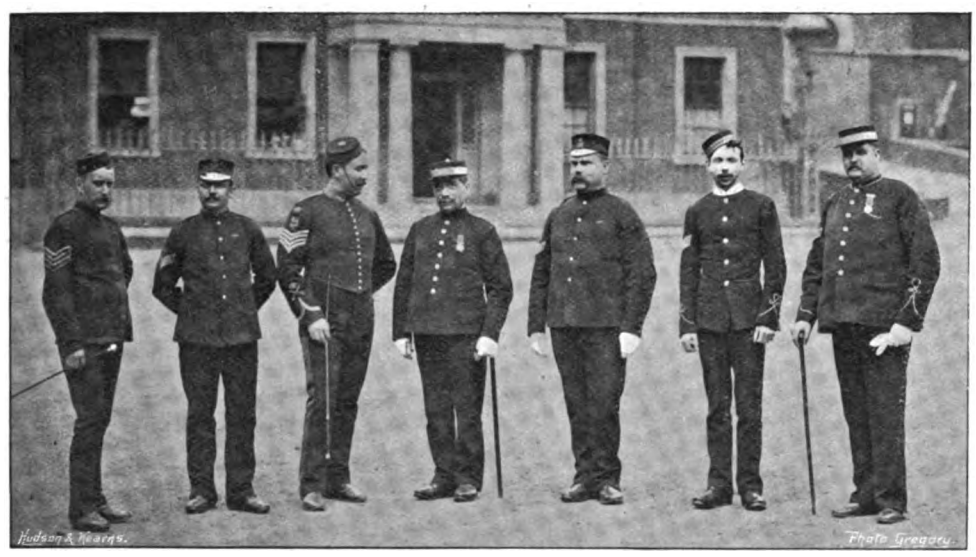
recruits who do not come exactly up to the standard, is that they should make up in some way for their actual deficiences. Thus, if a man is under height, he must have a specially good chest measurement, if his chest measurement is not quite what it should be, then both his height and weight must be fully satisfactory. My own rule has been always to attach importance to weight, and in the course of a long and varied experience, both in London and in the country, I have never passed a man whose weight was not what it should be, taking age and other circumstances into consideration.



AT ST. GEORGE'S BARRACKS, TRAFALGAR SQUARE: MEMBERS OF THE RECRUITING STAFF.

The greatest drawback to recruiting in this country is undoubtedly the British mother. The average British lad has certainly no repugnance to the Army, and the average British father has very little objection to his son's becoming a soldier, or at any rate to his remaining one if he has already enlisted. But to the British mother—of the lower middle class more especially—it seems to come as a positive blow to find that her boy has not done the great things she expected him to do, and has, as she thinks, sunk to the level of a mere recruit. It seems to her such a terrible waste of the good education which the lad has had given him, and which ought to have produced such infinitely better results. The British mother, accordingly does her best to discourage military ambition, and when her son has taken the matter into his own hands and enlisted in spite of her, she will often try hard to get the lad back to civil life. When I was in charge at St. George's Barracks, I repeatedly had two and three mothers in one day making tearful enquiries after their sons, and begging me to help them to get a discharge. My advice in such cases invariably is that the lad, if physically fit, should be allowed to give the Service a fair trial. In any case if he sickens of it he can be bought out for £10 within three months, with the certainty that he will never attempt the experiment a second time, while the chances are that if the youngster is worth anything at all, the Army will soon make a real man of him. I have known many cases in which parents have eventually been glad to admit the soundness of this advice and have come to be very proud of their smart soldier sons.

There is no question as to the improvement of late years in recruiting for the Army. Nor is there any doubt as to why this improvement has taken place. The condition of the soldier is altogether different from what it used to be, and the treatment he now receives throughout is whole service is wonderfully kind and considerate. Better food, better opportunities of recreation, a better system even of canteen management, are all advantages calculated to draw young fellows to the Service, that so much is being done to provide reservists and discharged soldiers with employment in civil life, and to remove the scandal caused by reservists tramping from union to union, the prospects of recruiting will continue to improve year by year.

But even now, I repeat, the British Army has little difficulty in getting recruits, and getting them, too, of the right quality.

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Photo. by WALERY, Regent Street.

H.R.H. THE DUKE OF CAMBRIDGE, K.G., K.T., K.P., G.C.B., G.C.S.I., G.C.M.G.

THE DUKE OF CAMBRIDGE was born in 1819, and entered the army in 1837, with the rank of Colonel. He became Major-General in 1845, Lieut.-General in 1854, General in 1856, Field Marshal in 1862. In the Crimea the Duke commanded the 1st division, and was present at the Alma, Balaclava and at Inkerman, where he had his horse shot under him. In July, 1856, the Duke was appointed Commander-in-Chief, which office he held until October last. On his retirement the DUKE OF CAMBRIDGE was specially appointed Chief Personal A.D.C. to the Queen, and Colonel-in-Chief of the Army, a distinction that will give the Duke precedence and an *ex-officio* position at all reviews and military ceremonies he may be present at.

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Photo. by LAFAYETTE, Dublin

Field Marshal The Rt.-Hon. VISCOUNT WOLSELEY, K.P., G.C.B., G.C.M.G.

EVER since the Coomassie Expedition of 1873 LORD WOLSELEY (then and for nine years after known as "Sir Garnet") has been before the public. Tel-el-Kebir brought him a peerage, and the Nile Expedition a Viscounty. In May, 1894, he was promoted a Field Marshal, and in March, 1895, he was appointed Colonel of the Blues. On the 1st of November he became Commander-in-Chief *vice* the Duke of Cambridge. Entering the service in 1852, LORD WOLSELEY has seen fighting all the world over, has been repeatedly wounded, and repeatedly mentioned in despatches. Here he appears in the full dress of a Field Marshal, with the bâton of his rank in hand.

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GUNNERS OF FIELD ARTILLERY DRILLING WITH A 12-POUNDER.

HERE we have a 12-pounder gun, which a squad of gunners, in field service uniform, are pointing at an imaginary enemy during the New Forest operations of last August. This is one of the weapons with which the Royal Artillery, both field and horse batteries, have recently been supplied. It is claimed for the 12-pounder that as a light field gun it is second to none. It weighs under the third of a ton, and with a service charge of 4 lbs., if given 25 degrees of elevation, has a range just under five miles. The calibre of the piece or size of the bore is three inches. The drill is taking place in camp.

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Col. R. POLE-CAREW, C.B., Commanding 2nd Coldstream Guards.

COLONEL REGINALD POLE-CAREW, C.B., commanding the 2nd Battalion Coldstream Guards, entered the regiment as Ensign in May, 1869. He attained the rank of Colonel in the Army in October, 1888, and the regimental rank of Lieutenant-Colonel commanding the 2nd Battalion Coldstream Guards in February, 1895.

Col. F. A. GRAVES-SAWLE, Commanding 1st Coldstream Guards.

COLONEL FRANCIS AYLMER GRAVES-SAWLE, commanding the 1st Battalion Coldstream Guards entered the regiment as Ensign, in June, 1863. He attained the rank of Colonel in the Army in April, 1889, and the regimental rank of Lieutenant-Colonel commanding the 1st Battalion Coldstream Guards in September, 1894.

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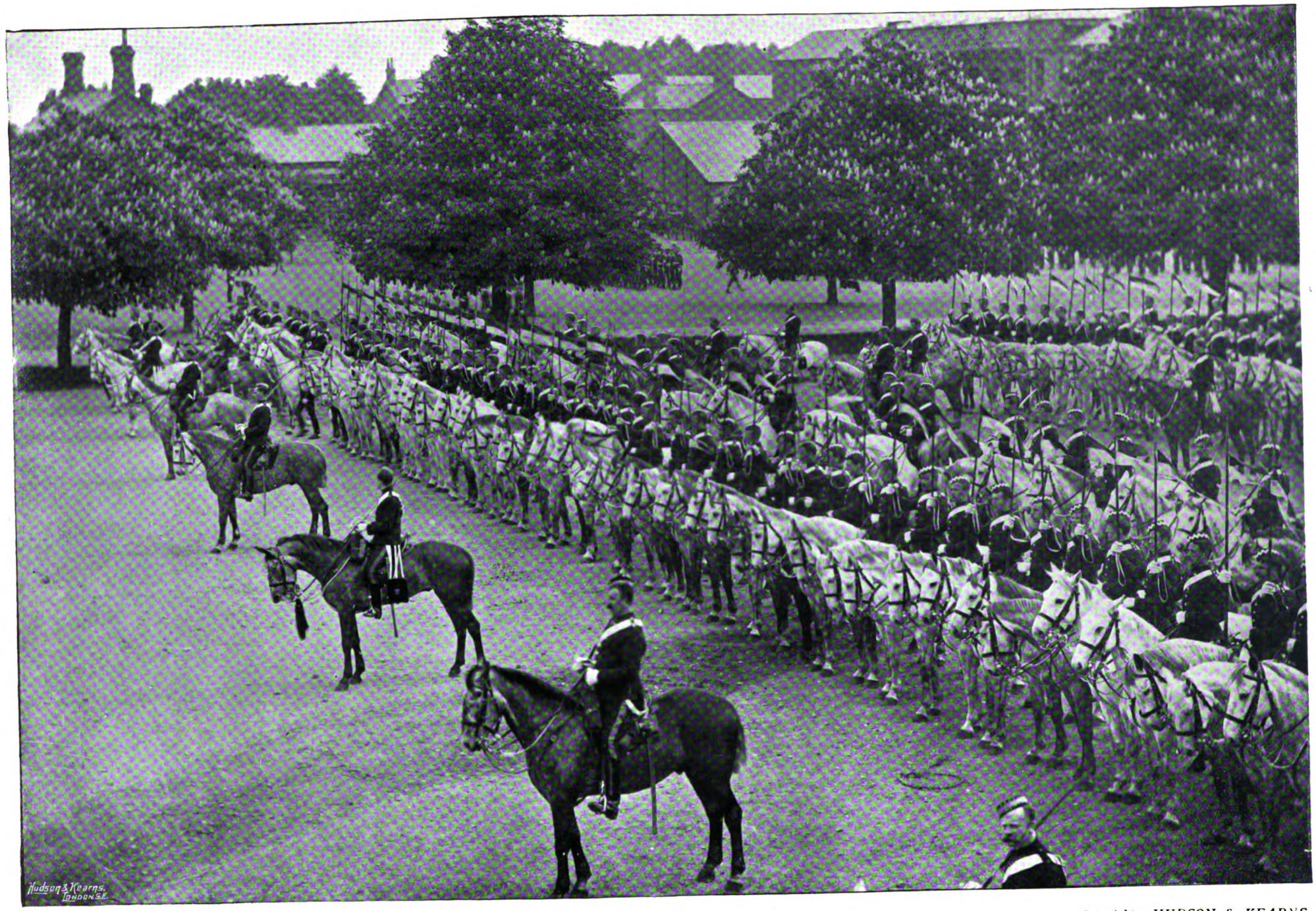

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"SECOND TO NONE."—THE SCOTS GREYS.

THE SCOTS GREYS were orignally the North British Dragoons, whose first Colonel was Graham, of Claverhouse. Their grey horses, the legend goes, were the gift of William the Third, for good service in Flanders. Their Bearskins were won under Marlborough at Ramilles, where the Greys overthrew the famous French Regiment, du Roi. Twice since then have the Greys taken standards in battle: the white damask "Giants'" flag of the French Household Cavalry at Dettingen, and the Eagle of the French, "45th of the Line" at Waterloo. In the charge of the Heavies at Balaclava they displayed splendid heroism. The Honorary Colonel of the Greys is the Czar of Russia, to whom recently the regiment sent congratulations on the birth of the Grand Duchess of Olga.

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TWO NOTABLE GUARDSMEN.

SECOND-LIEUTENANT HEATHCOTE-AMORY of the 1st Battalion Coldstream Guards, is the tallest officer (6 feet 5¼ inches) in the Guards' Brigade. The drummer is JOHN MASKELL, a boy with a story. Picked up at the manœuvres near Swindon, in 1893, while following the troops, and found to be an orphan and a fine spirited boy, the officers of the battalion placed him in the Gordon Boys' Home. There JOHN MASKELL did well and became cornet player in the band, whence the officers of the Coldstream Guards took him into their own band as a drummer. He is a universal favorite and a good boy.

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THE PHYSICAL TRAINING OF THE SOLDIER.

Display by the Staff of the Aldershot Gymnasium.

PARTICULAR attention is paid nowadays to the systematic training of the British Army, so as to work up the raw material out of which the short service soldier has to be moulded into men fit to do anything and go anywhere. As it should be, Aldershot is the chief centre of the instructional system, under the able supervision of the Inspector of Army Gymnasia, Colonel G. M. Fox, late of the Black Watch. What manner of men his assistants are is shown by our photograph of the Aldershot Gymnasts, under Sergeant PATTERSON, rehearsing their *tour de force*, for the Royal Military Tournament in May last.

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DRUM-MAJOR PATRICK, 2nd COLDSTREAM GUARDS.

OUR portrait of DRUM MAJOR PATRICK of the 2nd Battalion Coldstream Guards is particularly interesting, in that the gallant Drum-Major besides being himself a credit to his corps belongs to it by hereditary association. His father served in the 2nd Coldstream Guards, and three of his uncles fell in action while with the battalion in the Russian War. Drum-Major PATRICK himself enlisted in the 2nd Coldstream Guards in 1875, at the age of fourteen, and served with the battalion in the Egyptian Campaign of 1882, for which he wears the medal and star. He is an East Anglian, from Great Yarmouth, and has the good conduct medal.

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THE
NAVY & ARMY
ILLUSTRATED.

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Photo by MAULL & FOX, 187a, Piccadilly.

Admiral of the Fleet, H.R.H. THE DUKE OF SAXE-COBURG GOTHA, K.G., A.D.C.

FIRST known as Prince Alfred and then as Duke of Edinburgh, the second son of the Queen, from the age of fourteen until recently has been intimately connected with the Royal Navy. Entering the Service in 1858, ten years later he made his well-remembered voyage round the world as Captain of the "Galatea," hoisting his flag as Rear-Admiral just ten years after that. The Duke has held command of the Channel Squadron, been Admiral-Superintendent of Naval Reserves, Commanded in the Mediterranean, and was also Commander-in-Chief at Devonport, between the years 1890 and 1893. As a Flag Officer the Duke of Edinburgh's great ability in handling a Fleet was universally recognised.

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Admiral Sir MICHAEL CULME-SEYMOUR, Bart., G.C.B.

ADMIRAL SIR MICHAEL CULME-SEYMOUR is the son of one distinguished Admiral and the grandson of another; a gallant officer, who as Captain, gained the family baronetcy for winning two brilliant frigate-actions in the Napoleonic war. Sir Michael has seen much service—in Burmah, in the Russian War (both in the Baltic and the Black Sea), and in China. He has been Private Secretary to the First Lord, A.D.C. to the Queen, Commander-in-Chief in the Pacific and in the Channel, and now commands in the Mediterranean, where he has brought his Fleet into a state of the highest efficiency.

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THE OFFICERS OF THE "ROYAL SOVEREIGN."

THESE are the officers who served with Lord Walter Kerr in the "Royal Sovereign" during her final cruise in November and December as senior flagship of the Channel Squadron, and have now, with the Admiral, "turned over" to the newer "Majestic," the "Royal Sovereign's" successor as flagship. All ranks and branches of officers—executive, engineer, accountant, and marine—are represented, Captain Arthur Barrow being shown in the centre, distinguishable by the four rings of "distinction lace" on his cuffs and the aiguillettes which he wears as flag captain. The other officer wearing aiguillettes is Lord Walter Kerr's secretary, Mr. Hume.

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NAVAL TRAINING ON SHORE:—"FORM RALLYING GROUP."

NO kind of fighting comes amiss to the British bluejacket, and with that view he is specially trained to take his part in warfare, whether on sea or ashore, under all conditions of service. Here we have a party under instruction on Whale Island, at Portsmouth, thrown into what the soldier calls the "Prepare for Cavalry" formation. In the background are the Naval barracks, and other buildings of this important establishment.

"EXCELLENTS" BEING INSTRUCTED IN MACHINE GUN CONSTRUCTION.

NOTHING that concerns the gunner's art is left untaught at the school on Whale Island in Portsmouth Harbour, which is named after the old "Excellent." Not only does the sailor learn there to handle every kind of gun in the service, but the study of every detail of a gun's make and mechanism forms part of the course. Here is a class engaged in learning some of the mysteries of machine gun construction.

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THE DIVER ON BOARD SHIP.

THE Diver, with his equipment of helmet and dress and air tubes, is an important institution on board the modern man-of-war, where his services often prove of the highest utility and importance. He is available in any emergency, whether it be to clear a fouled screw, or to examine a ship's bottom under water after stranding or collision, or in shallow waters to recover anything gone astray—from an unshipped iron gangway ladder to a missing torpedo. He is a specialist, and graduates in one of the "Submarine classes" that are attached to each of the gunnery schools at Portsmouth, Devonport and Sheerness.

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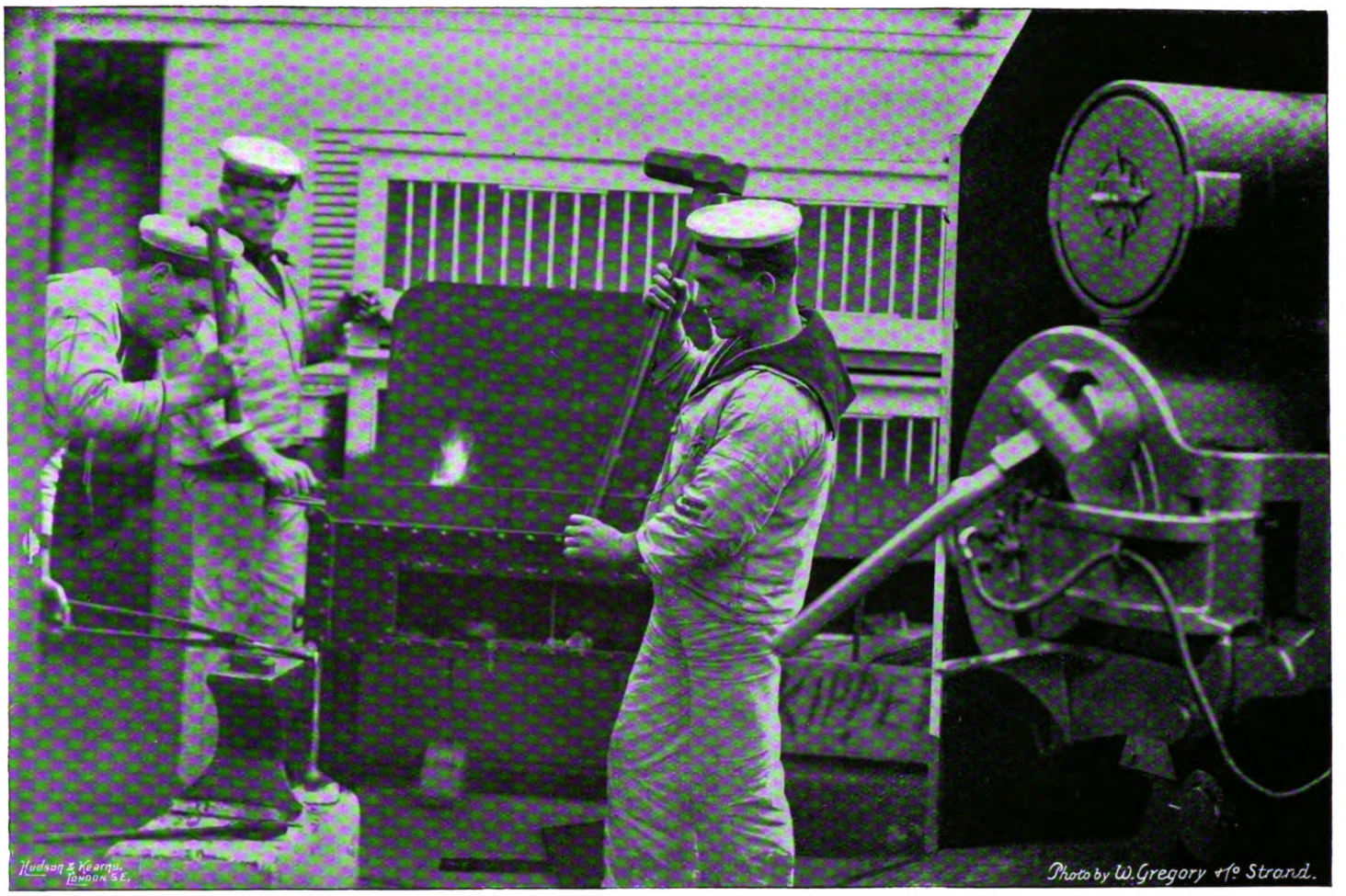

IN THE "SMITHY" ON BOARD A FIRST-CLASS BATTLESHIP.

EVERY British ship of war carries a number of skilled artificers on board, and for their use is fitted with various workshops, and a smithy where minor repairs are effected of every nature that can possibly be executed on board ship at sea. Thus not only is the troublesome and expensive process of going into a dockyard frequently avoided, but the ship is also rendered in the highest degree self-supporting and independent of assistance from shore.

ISSUING GROG ON BOARD THE "ROYAL SOVEREIGN."

THE sailor's rum is drawn from the spirit store in presence of an officer at seven bells (11.30 a.m.), put into a breaker and taken on deck, where it remains under a sentry until, at half-past twelve, it is mixed in a "grog tub," with two or three parts of water and then served out. Half a gill of rum is allowed to each man. Teetotalers are allowed compensation the money value of the rum, or its equivalent in cocoa and sugar.

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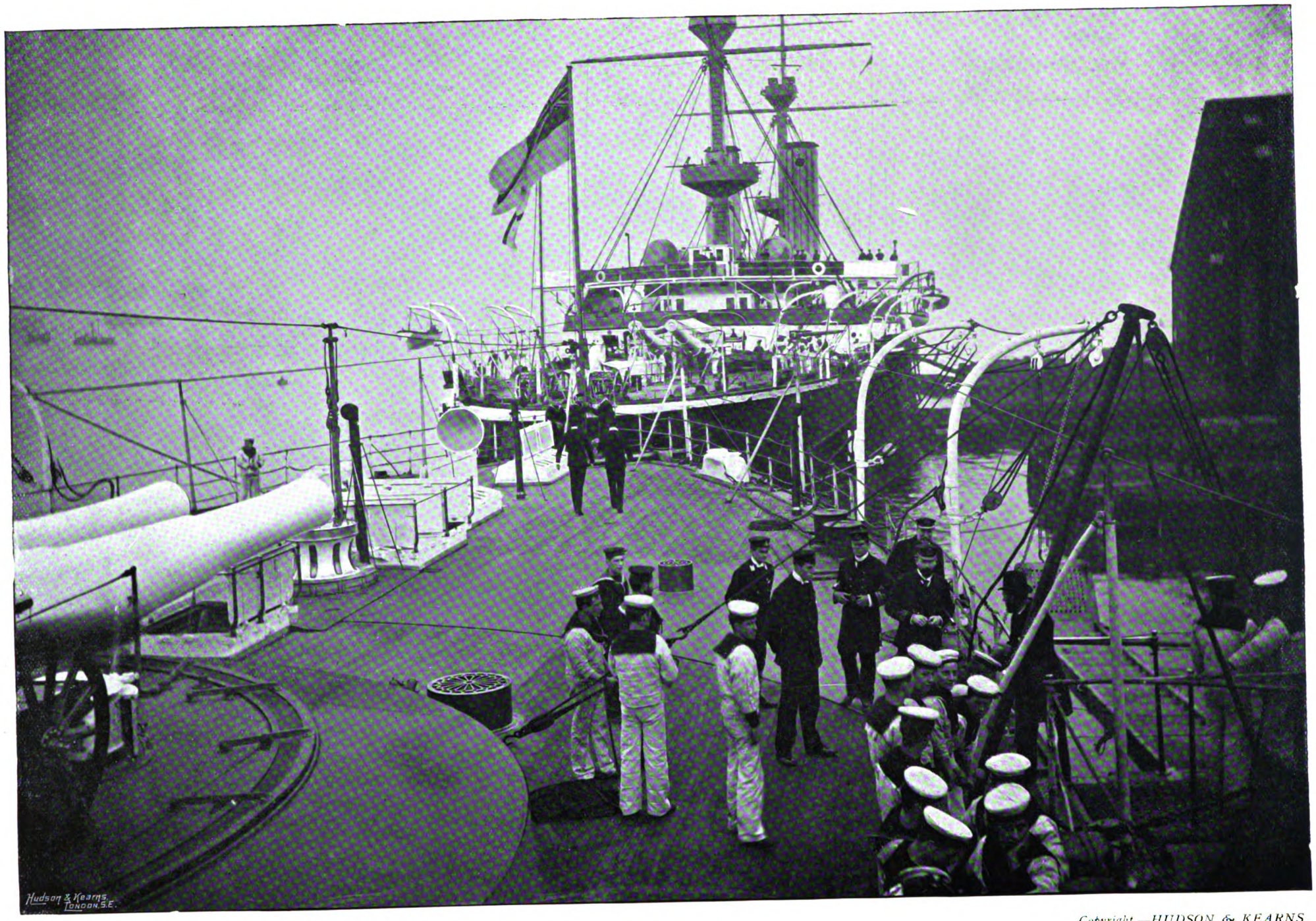

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THE FIRST-CLASS BATTLESHIP "RESOLUTION."

IF General Monk, who commanded on board our first "Resolution" as one of Cromwell's "Generals at Sea" could come to life again, he would hardly recognise as a battleship the "Resolution" of the Channel Squadron which we see in the picture, lying alongside the dockyard at Portsmouth, just astern of her sister ship, the "Royal Sovereign." The "Resolution" is one of the Naval Defence Act battleships, and has served in the Channel since April, 1894. Few people, probably, have forgotten the story of her first cruise, and the adventures she met with in a storm in the Bay of Biscay: encountered when she was going out to Gibraltar.

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THE NAVAL CADETS ON BOARD THE "BRITANNIA," MAY, 1895.

IT is in the "Britannia" training establishment at Dartmouth that our Lieutenants, Commanders, Captains, and Admirals, receive their first training as naval cadets, entering at from 13 to 14 years of age by nomination and competitive examination. The "Britannia" course of study covers two years, and the cadets then pass out into the naval service to become midshipmen, according to classification for study and conduct. The happy accident, that the first ship allotted to the cadet training service was the old "Britannia" of the Russian war, gave the institution its name, and none could be more appropriate.

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THE BRITISH BLUEJACKET,

BY

VICE-ADMIRAL THE HON. SIR EDMUND R. FREMANTLE, K.C.B., C.M.G.

I PROPOSE, as far as possible, in a short article adapted to the requirements of this magazine, to give some sketch of the British bluejacket of to-day, comparing him with our seamen in former periods of "this our Island story;" and I shall endeavour to show that he is no unworthy descendant of the heroic men forming the crews of those "far distant storm beaten ships" which, as Captain Mahan tells us, under Nelson and Collingwood, stood between Napoleon's Grand Army and the dominion of the world.

Let us first then look back to the man-of-war's man of former days, and endeavour to ascertain what manner of man he was. The first thing that strikes us is that the sailor, like any other individual, was much what his training and treatment made him, though he often rose superior to his environment. Thus we have Howard repeating frequently in his interesting Armada letters recently published, how *"there never was a willinger company to do their Prince service than these be," in spite of complaints of bad beer and shortness of victuals. But these men of Queen Elizabeth were commanded by honest patriotic men of the stamp of Howard and Drake, and it is not strange that they had infused some of their noble spirit into their subordinates.

Let us look on another picture as a contrast, and we find Pepys lamenting in 1677, when abuses were rampant under our merry monarch, that "we do plainly see that the desperate condition that we do put men into for want of their pay makes them mad, they being as good men as ever were in the world . . . . were they but paid!"

Under neglect such as this with pressed men and bad treatment, which continued into the middle of the following century, we have the scenes of coarseness and brutality on board ship so graphically depicted by Smollet, while Dr. Johnson in his forcible way tells Boswell, "A ship is worse than a jail. There is in a jail better company, better convenience of every kind; and a ship has the additional disadvantage of being in danger, 'and again' as to the sailor when you look down from the quarter deck to the space below you see the utmost extremity of human misery, such crowding, such filth and stench!"

I have quoted Dr. Johnson at some length, as he was a shrewd observer, and his fierce denunciations of a sea life were poured forth only 20 years before the mutinies of Spithead and the Nore.

It was generally acknowledged at that time (1797) that the seamen had many legitimate grievances, which were looked into and remedied, and Lord St. Vincent, while putting down mutiny in the Mediterranean with an iron hand, established a more just, as well as a firmer and stricter discipline; but it is evident that from the time of these outbreaks which threatened to paralyse our Naval supremacy, the sailor was better cared for and better treated.

For a picture of the sailor of Nelson's day we must turn to Marryat rather than to Dibden's songs or to the caricatures of the time. He does not indeed hide his weakness for rum whether obtained by "sucking the monkey" or in any other way, but he speaks of the man-of-war's-man generally with respect, as a man of intelligence, a respectable, albeit unlettered, member of society,—as one of his favourities Swinburne, the Quarter-Master said to Peter Simple, "I've been in everything I believe Mr. Simple except at school, and I never had no time to go there."

But we do not require to go to fiction to feel sure that the sailor of Nelson's day was no riotous drunken "swab," but one who was fairly and humanely treated, and who could be trusted to do his duty. Nelson's despatches are full of his care for his men, his persistence in getting supplies of fresh meat and "lemons," of "guernseys" and suitable clothing for them, and we find him on one occasion proudly reporting "not a sick man in the Fleet beyond accidents," and after his cruise to the West Indies in pursuit of Villencuve, "not even an object for hospital in either 'Victory' or 'Superb.'"

We have only to read the †Journals of Naval Officers 100 years previously, to see the marvellous change in the condition of our seamen, which had resulted from more cleanliness, better system, better discipline, better food and clothing, and in fact more care for the welfare of the ship's company.

I have dwelt long on the glorious seamen of our heroic age as I think they have been misrepresented, and we should

"Be to their faults a little blind,
And to their virtues ever kind."

But I must turn to the present man-of-war's man, and I assert unhesitatingly that he is a worthy descendant of the heroic men to whom I have above referred.

It is the fashion in some quarters to speak of our bluejackets as no longer sailors, but only "ocean labourers," while others will argue that marines or soldiers on board ship would fill their places.

I cannot agree with either of these depreciatory criticisms. An "ocean labourer" is after all, only a paraphrase for *sea man*, but our ocean labourers have to be skilled men.

Even it we do not include the technically "skilled" men, such as skilled shipwrights, engine-room artificers, and all connected with the engine-room department, to which I am not now referring, all our bluejackets must be good helmsmen, leadsmen and boatmen, and in addition, good gunners, small arm men and torpedo men; they must have a good acquaintance with signals, and know much about water-tight doors and the complex construction of a modern ship; while they are specially trained to be active and ready for any emergency.

All the above is expected of an A.B., who has joined the service as a boy in the training ship at 15 to 16 years of age, and who will serve for 12 years from the age of 18, with the option of serving another 10 years for his pension.

But to appreciate the British bluejacket of the day we should understand that they are all encouraged by extra pay for good conduct, and as seamen gunners, torpedo men, leading seamen, second, first and chief petty officers, the best of whom are gunnery instructors, torpedo instructors, divers, signalmen, or other experts in special lines. In addition to these advantages a considerable percentage rise to the rank of warrant officer, thus attaining a higher position with improved pay and pension.

But I cannot pursue this subject which it would need much detail to explain.

Our boys are still instructed in masts and sails in the training ships, and in our training squadron, and in many of our smaller vessels we have ships more or less rigged; but we cannot shut our eyes to the fact that masted ships are passing away, and year by year those that yet remain are being replaced by mastless cruisers.

It is true that real sail training was invaluable, but I think that as a gymnastic exercise it has been overrated. It was supposed to foster "smartness," but we must now develop this quality, which is at least as requisite in the sailor as it ever was, in 30 knot catchers and torpedo boats.

It is certain that the more perfect and effective the weapon the clearer and more expert must be the eye and hand weilding it.

*Howard's letter to Walsingham from the good ship "Ark," 13th June, 1588.

†Life of Captain Stephen Martin, published by Naval Records Society

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The idea that there is no seaman without sails is to my mind born of ignorance, but is there any more force in the argument in favour of marines or soldiers? Surely not. The marine is not taught the seamanship which I have shown to be necessary, and neither his dress nor his training would make him a handy man for a torpedo boat. We have tried the marine as a signalman, and as might have been expected he has failed. He, probably, knows the signals and writes a good hand, but he lacks smartness and nautical intelligence. I remember a military passenger in the "Centurion" who was much impressed with these qualifications in our signalmen, saying to me—"We have nothing like it in the Army."

I have, I hope, vindicated the *raison d'être* of the modern bluejacket, and I hold that while he has perforce lost much of the valuable training afforded by sailing ships to his predecessors, he has had other requirements thrust upon him, while he has retained much of the dash and spirit which makes the sailor so invaluable.

The following routine of one of the battleships of the Channel Squadron will be interesting as showing the daily life on board one of our modern ships, and it does not call for much remark, but it is evident that as the "Stand easy," from 8.10 to 8.45, is really the men's breakfast time it would be advisable to make it so nominally and to allow a ration of bacon at this hour. Much could be said about meal hours and rations, but it is a large subject, and the seamen are fairly satisfied, on account of the elastic system of paying "savings" for the rations not "taken up," so that the messes are enabled to buy what they require from the bumboat or ship's canteen.

DAILY HARBOUR ROUTINE.

Time.	Routine.
A.M.	
*4.55	Call Boatswain's Mates and hammock stowers.
* 5.0	Lash up hammocks.
*5.15	Breakfast.
*5.45	Hands fall in.
6.15	Lower and clean out duty boats. Wash decks.
6.30	Clean mess deck and flats. Clean bright work.
7.0	Midshipmen muster for drill.
7.15	Duty boat's crews and duty men clean.
7.30	Quarters clean guns.
8.10	Hands to clean and stand easy.
8.45	Cooks and sweepers clear up decks. Clean arms. (Tuesday and Thursday.)
9.5	Divisions. Prayers.
9.30	Evolution.
11.40	Clear up decks.
Noon	Dinner.
	* Winter Routine quarter hour later.

Time.	Routine.
P.M.	
1.15	Quarters, clean guns,
1.30	Disperse. Both watches fall in.
3.45	Clear up decks.
4.0	Cooks.
4.15	Supper. Shift into night clothing.
4.55	Clear up decks.
5.5	Quarters.
7.30	Stand by hammocks.
8.30	Clear up mess decks and flats.
9.0	Rounds.
10.0	Pipe down.
	Winter Routine and on alternate Mondays.
4.0	Quarters for inspection.
4.15	Cooks.
4.30	Supper. Scrub hammocks, &c.
6.15	Stop on hammocks and clothes.
	Note.—*Duty men and boat's crews shift into night clothing at sunset, or at 6 p.m.*

Remarks.

This is a specimen of what is known as a "Daily Routine" in the Service. It shows the hours allotted to cleaning, inspection, meals, &c.

It should be understood that there is another, or "Weekly Routine," varied from time to time by the Captain or Admiral, regulating gunnery, gymnastics, and other drills, washing days, leave, &c., which are arranged so as to interfere as little as possible with the "Daily Routine." Thus ordinary drills when working by the above routine would take place between 9.30 and 11.30 a.m., and between 1.30 and 3.40 p.m.

"Leave," liberally given as it now is, necessarily interferes much with routines, but it is too large a question for me to do more than refer to it.

Clothing is another subject to which I can only briefly refer. A seaman is bound to dress in uniform and to have his "kit" complete in accordance with orders, but he buys his own uniform, in most cases "making up" his clothes from cloth, serge, &c., formerly called "slops," issued at cost price by the Paymaster from the ship's stores. The uniform is suitable, though I certainly think that sufficient provision is not made for extra cold climates.

A word about the men's pay. I have shown how it can be, and practically is, increased by extra pay for service and special qualifications, so that it conveys little to say that a 1st class boy receives 7d., and an able-bodied 1s. 7d. a day.

In regard to the regularity and system of payments there is little to be desired. In England the men are paid weekly, abroad monthly, while every facility is given to a seaman to dispose of his money as most convenient. If he does not care to receive it in cash, he can put it in the Ship's Savings Bank, in which he gets 3¾ per cent., he can "remit" money to anyone he likes through the Admiralty, or if a married man he has probably arranged an "allotment" payable to his wife monthly in England. The amount of the allotment must necessarily depend upon the pay, but even a boy may allot as much as 8s. a month, and an able-bodied £1 10s.

These questions of pay are all important. In former days, not so long ago, paying off at a home port was too often a scene of confusion and irregularity. The men received large sums as the result of a three years' commission, and while dismantling the ship ready for paying off they had borrowed money, so that they were met at the dockyard gates by shoals of Jews and money lenders, while too often but a few days were sufficient to dissipate years of savings.

Fortunately all this is now changed.

Only a few days ago I happened to be at Sheerness when the "Cleopatra" paid off after a three years' commission in the West Indies under Captain Honourable A. Curzon-Howe, a Captain who has the knack of combining smartness and efficiency with comfort, and it would be difficult to imagine anything more orderly and satisfactory. The men were paid by the Paymaster in a few minutes, though some of them had as much as £50 or £60 to receive, and they were then marched to the railway station, their impediments having preceded them, where a special train had been provided to take them to their homes at Chatham, Portsmouth, or Plymouth.

The Admiralty had supplied each man with a luncheon, consisting of beer, bun and sandwiches in lieu of the day's provisions, and there was a cheery time as they bid farewell to their Captain and his wife; but though there was much heartiness and several cheers were given, there was no confusion or other than orderly conduct, and in a few minutes the train moved off. As Pepys says it was "pretty to see" the good spirit and loyalty to the service which had prompted the men to decorate the carriages with the long "paying off pennant," which it is the time honoured privilege of the homeward bound ship to hoist.

As the train left the station I could not help reflecting that in spite of the old Naval officers grumble that "the service is going to the dogs," there are, at all events, some points in which it has materially improved since I first knew it nearly half a century ago.

E. R. FREMANTLE

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ARMY CLOTHING,

BY

A RETIRED OFFICER OF THE ROYAL ARMY CLOTHING DEPARTMENT.

[This Article is unsigned partly because it is necessarily, to some extent, a composite production, and partly because the gentleman responsible for the more important statements involved has private reasons for desiring to remain anonymous. The information, however, particularly as regards the Royal Army Clothing Department, is of a highly authoritative character, and as much of it has never before been published, the Proprietors of "THE NAVY AND ARMY ILLUSTRATED" have decided to print it even without the added attraction of a signature.]

FROM time immemorial a very important adjunct of the soldier has been his uniform, and there are those who do not hesitate to say that in a great many instances if there were no uniforms there would be no soldiers! Be this as it may the question of clothing an Army, at any rate a civilised Army, has always been a very serious one, and in these days involves a very great deal more anxious thought and careful expenditure than the average "man in the street" would suppose. When the public sees Thomas Atkins out walking, spick and span in a new uniform, it scarcely stops to consider how the clothes got on his back, how much they cost, how it is they fit him so well, and whether he has a change of kit in his barrack box. But all these questions become very serious ones when great numbers have to be provided for, and when not only is there a great diversity of corps but the *personnel* of the Army is constantly changing by reasons of the thousands of men who pass annually through the regular Army into the Reserves. Then, indeed, it is or ought to be realised that to clothe Thomas Atkins is in itself a mighty task, fully calculated to tax the best energies, not of a few tailors, but of a great Department with a factory under its immediate control, and every possible convenience for producing great quantities of clothing with precision, economy, and despatch.

Again, the clothing of Her Majesty's Army is a subject which would probably attract far greater public attention if the existing system were less harmonious and generally satisfactory than it is. When any important change takes place in military clothing and equipment, or an expedition has to be sent out—like that just despatched to the Gold Coast—which necessitates special arrangements in this direction, the Royal Clothing Department at Pimlico has a heavy strain placed on it. But it does its work so quietly and smoothly that the outside public may be pardoned for forgetting sometimes that the department exists, and is a very important factor in our military efficiency. It must be admitted, however, that only in this generation have these desirable results been attained, and that fifty years ago Army Clothing was a very fruitful, indeed scandalous, topic of public discussion. Without entering deeply into the history of the subject it may be said that prior to 1855 the clothing and equipment for all corps, except the Ordnance, were supplied by the Colonel, who received a fixed sum for every man on the establishment, which was termed "off-reckonings," and any balance remaining after paying the cost of the articles was a source of emolument. In days when even in the highest quarters the slackest possible notions of morality and honour prevailed, it is not surprising that this system led to some very iniquitous misappropriations of public money, not by the distinguished officers who were then Colonels, but owing to a vicious system which enabled them to realise a profit out of money voted for clothing. The scandal had reached its culminating point at the commencement of the Crimean War, when it was discovered that the "off-reckonings" for clothing were being paid for every man voted on the establishment, without any reference to the numbers actually effective. As the latter were at the time some 30,000 or 40,000 below the establishment, it became apparent that the public were paying the Colonels to clothe numbers of men that did not exist! The "off-reckonings" were accordingly abolished, but the Colonel continued to appoint his own clothier, and the public to pay the price charged by the clothier to the Colonel. As this, again, meant a close monopoly in the hands of a few great firms it was found unsatisfactory, and various attempts were made to improve matters, until only in 1863 the present clothing factory at Pimlico was erected, with sufficient accommodation to allow the greater portion of the work of clothing the Army to be done on the spot, to the discouragement of the "sweater" and the complete satisfaction of the Army at large.

Since the clothing of the Army has been taken over by the public the soldier has derived great advantages, for not only has the quality been improved but a greater number of articles are now supplied, many of which, under the old system, had to be purchased by the soldier out of his own pocket. Thus in the old days when the Colonel supplied the clothing a cavalry soldier, in two years, obtained only two coats and one pair of overalls; now in the same period he gets from the public three coats, three pairs of overalls, two pairs of boots, two pairs of gloves, two forage caps and a pair of spurs. This represents an increase of pay of £1 10s. a year, or 1d. a day.

The working of the Royal Army Clothing Department would necessarily appear rather complicated to the uninitiated mind, but in reality it has been reduced to a very perfect and reliable system. Some idea of the extent of this great establishment may be gathered from the fact that in addition to the work done for the Army, the Department makes issues to the Admiralty for Marines to India, for European troops, and to Colonial Governments, besides receiving and inspecting materials and articles of clothing for a dozen other services. Over 2,000 persons are employed, of whom about 1,500 are women. In engaging men preference is always given, when possible, to those who have served in the Army. The Department spends about a million and half sterling annually, and as a general rule makes about five-sevenths of the total clothing required for the Army in its own factory, about two-sevenths being given out to "the trade."

The annual cost of clothing a British soldier varies, of course, very considerably. Thus, the amount spent every year in making a Staff-Sergeant of the Royal Horse Guards the splendid object he is, approximates £14 10s., including a proportion of the cost of kit supplied on enlistment. In the case of an Infantry Private the amount is only three guineas while in that of a Militia man it is only £1 6s. 3d. But in every case the supply is deemed fully adequate, and it must be remembered in this connection that the responsibility rests for quantity and pattern with the Adjutant-General's Department, and not with the civil side of the War Office. It is the Military authorities who settle what the soldier ought to have given to him and who seal the patterns of the various garments. The Royal Army Clothing Department then carries out the work, and the fact that the complaints from the Army are very few indeed in number, is sufficient proof that the supplies are satisfactory.

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It is a little curious and indeed rather amusing that, notwithstanding the excellent results which have been attained under the present system, there should still exist in some military minds a conviction that the control of Army Clothing should be wholly in the hands of Army men. Officially speaking the whole matter has been threshed out, and a decision arrived at in favour of a continuance of civilian management; but there is still some sort of feeling on the point, and it is often asked if it would not be possible to place the Department altogether under, for instance, the Adjutant-General, instead of only giving the latter a right of inspection. Perhaps the best commentary on this aspect of the case is furnished by a humorous question once asked of an Adjutant-General by a former Director of Clothing, upon whom the Adjutant-General was striving to impress the desirability of a change of system: "Is the Army seriously prepared to undertake the management of a factory where there are 1,500 women workers constantly employed, and, if so, how does it propose to go about it?" The story goes that this argument was conclusive, and that the spectacle conjured up of the Adjutant-General having to put on one side his every-day Army business in order to marshal and manage this tremendous array of female labour was altogether too terrible for actual contemplation. Speaking seriously, the main point to be borne in mind is that the control of a Department of this sort is in reality a commercial matter, and as such is far better left in civilian hands, so long as the Army gets what it wants as regards quality, number, and pattern.

One of the most important transactions ever carried out by the Army Clothing Department was the supply of clothing for the Egyptian Expedition of 1882. What had to be done at very short notice was to equip 11,000 Army Reserve men; to supply field kits for troops despatched from the Mediterranean, also helmets and climate clothing to troops sent from this country to the Mediterranean; to complete new clothing, white helmets, and field kits for about 23,000 men sent from this country; to provide and send from this country 25,000 additional suits of grey clothing with Bedford cord pantaloons, for the mounted troops, which had to be specially manufactured, together with such reserves as would keep the force in the field well supplied; to equip the Army of Occupation with tunics and winter clothing, also to re-equip the men returning from Egypt, and to provide plain clothes for men re-transferred to the Army Reserve. All this had to be done, and done quickly, and it was done, and done, moreover, satisfactorily. Nor, considering the magnitude of the operations, can the expenditure, which for clothing and necessaries in connection with the campaign amounted to under a quarter of a million, be deemed in any way excessive. But the main thing to be considered is, that this Expedition was a genuine test of our capacity to meet much more serious contingencies, and the fact that a test, in many respects a particularly searching one, should have been undergone without revealing any defects worth mentioning, is a striking indication of the improvements that have taken place in our position since the terrible days of the Crimean War. Before leaving this part of the subject it may be well to remark that, prior to 1878, there were no reserves of clothing, but in that year Lord Cranbrook authorised an expenditure of £200,000 to provide reserves of clothing and necessaries sufficient to equip one Army Corps of about 60,000 men, and this reserve has recently been increased, so as to supply clothing to all the First Class Army Reserve, numbering 85,000 men.

Of course, it will be understood that clothing is not supplied direct from the Pimlico factory to the back of the soldier. If it were it is greatly to be feared that the smart "jacket" of the Royal Horse Artilleryman would not fit him by any means so beautifully as it generally does, and that the nether garments of the average trooper would be even less becoming than the baggy continuations of the French infantryman. The system in force provides for these risks by furnishing each corps with a sergeant master-tailor, a qualified tradesman, who has a regimental "shop" in which he employs soldiers from the ranks as assistants, giving them a suitable addition to their pay. At stated intervals the men of the corps are measured for new clothes, and size rolls are made out and sent to the Pimlico factory, which is thus able to judge approximately what the demand for any particular corps is. The clothing is then issued in sizes as required to the corps, and the master-tailor fits the garments on each soldier in the presence of the officer commanding the unit to which the man belongs. In many cases the master-tailor is a very skilful cutter, and it is a tribute to the good quality of the cloth supplied that officers not unfrequently purchase Government serge and have it made up by the master-tailor for garments likely to undergo specially hard wear.

In India an allowance is issued to each soldier on which he is required to keep up a certain number of suits of American drill dyed, for active service and fatigue duties, to the well-known "Khaki" or dust colour, in which some very excellent shades have been arrived at by means of really "fast" dyes. When "Khaki" was first introduced the fugitive nature of the dyes employed caused a great deal of trouble and produced occasionally some very comical results. Thus a battalion on parade might look very fairly well and extremely business-like in newly-dyed and newly-supplied Khaki uniform. But a week afterwards, when that set of clothes had gone to and returned from the "dhobi" or washerman, the battalion would present an exceedingly variegated appearance, very detrimental to the appearance of even the smartest corps, but simply unavoidable owing to the different action of the water upon different suits.

It is satisfactory that although "Khaki" may be excellent for active service there is no tendency observable in any influential quarter to discontinue the use of red as the colour of the infantry soldier's tunic. The "thin red line" is, of itself, such a glorious feature of our annals that any attempt to destroy this little bit of genuine "local colour" would surely be disastrous. It is more than satisfactory, too, that a recent Act of Parliament has rendered it possible to furnish those who wilfully bring Her Majesty's uniform into contempt. It is, no doubt, a compliment to the attractiveness of the said uniform that it should have been so extensively used for purposes of advertisement; but a line must be drawn somewhere, and Parliament has done well to draw it at sandwichmen masquerading as Field-Marshals and other similar vagaries calculated to distress the Army and lessen a soldier's honest pride in his habiliments.

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Lieutenant-General H.R.H. THE DUKE OF CONNAUGHT, K.G., A.D.C.

THE DUKE OF CONNAUGHT (then Prince Arthur) entered the Army in 1868, at the age of eighteen, and served successively in the Engineers, Artillery, Rifle Brigade, 7th Hussars, becoming in 1876 Lieutenant-Colonel of the Rifle Brigade. After being Brigade-Major at Aldershot, A.A.G. at Gibraltar, and Brigadier at Aldershot, he went to Egypt in command of the Guards' Brigade, and was at Tel-el-Kebir, "evincing on all occasions the utmost zeal for his profession." and "setting an example of cool courage under fire." Then he served in India as a Divisional General and as Commander-in-Chief in Bombay, after which he was appointed to the Aldershot command, his present post. The Duke is widely acknowledged as a keen and thorough soldier.

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Major-General LORD METHUEN, C.B., C.M.G.

THIS well-known officer entered the Scots Guards in 1864, and has since seen much varied service: in Ashanti in 1873-74; in the Tel-el-Kebir campaign or 1882; and in Bechuanaland, where he commanded "Methuen's Horse" in 1885. He has also held important staff appointments at the Horse Guards, was for three years Military Attaché in Berlin, and now commands the Home District, where he has done yeoman service on behalf of the Volunteers. Our portrait was taken at Windsor at the recent inspection of the Scots Guards' detachment for Ashanti, before the Queen.

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Photo by LAFAYETTE, *Dublin.*

LORD ROBERTS AND HIS HEAD-QUARTER STAFF.

HERE we have a portrait group shewing Field-Marshal LORD ROBERTS, commanding the forces in Ireland, with the officers who comprise the head-quarter staff under him. LORD ROBERTS took over the command in Ireland from Lord Wolseley on the 1st of October last. The photogragh reproduced above was taken at the Royal Hospital, Kilmainham, LORD ROBERTS' official residence in Ireland.

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THE FARRIER-MAJOR OF THE ROYAL HORSE GUARDS.

FOR constant hard work and serious responsibility few posts in a mounted regiment, it may be safely said, are to be compared with that held by the non-commissioned officer who bears the style of Farrier-Major, and has charge of the regimental farriery department in all its various branches. In particular the care of the horses' feet—under the regimental Veterinary Surgeon—falls to him, and of course the shoeing of all regimental chargers, for which he is personally answerable. The officer shown above—under whose supervision the horse in the picture is being shod—is Farrier-Major BALDWIN of the Royal Horse Guards.

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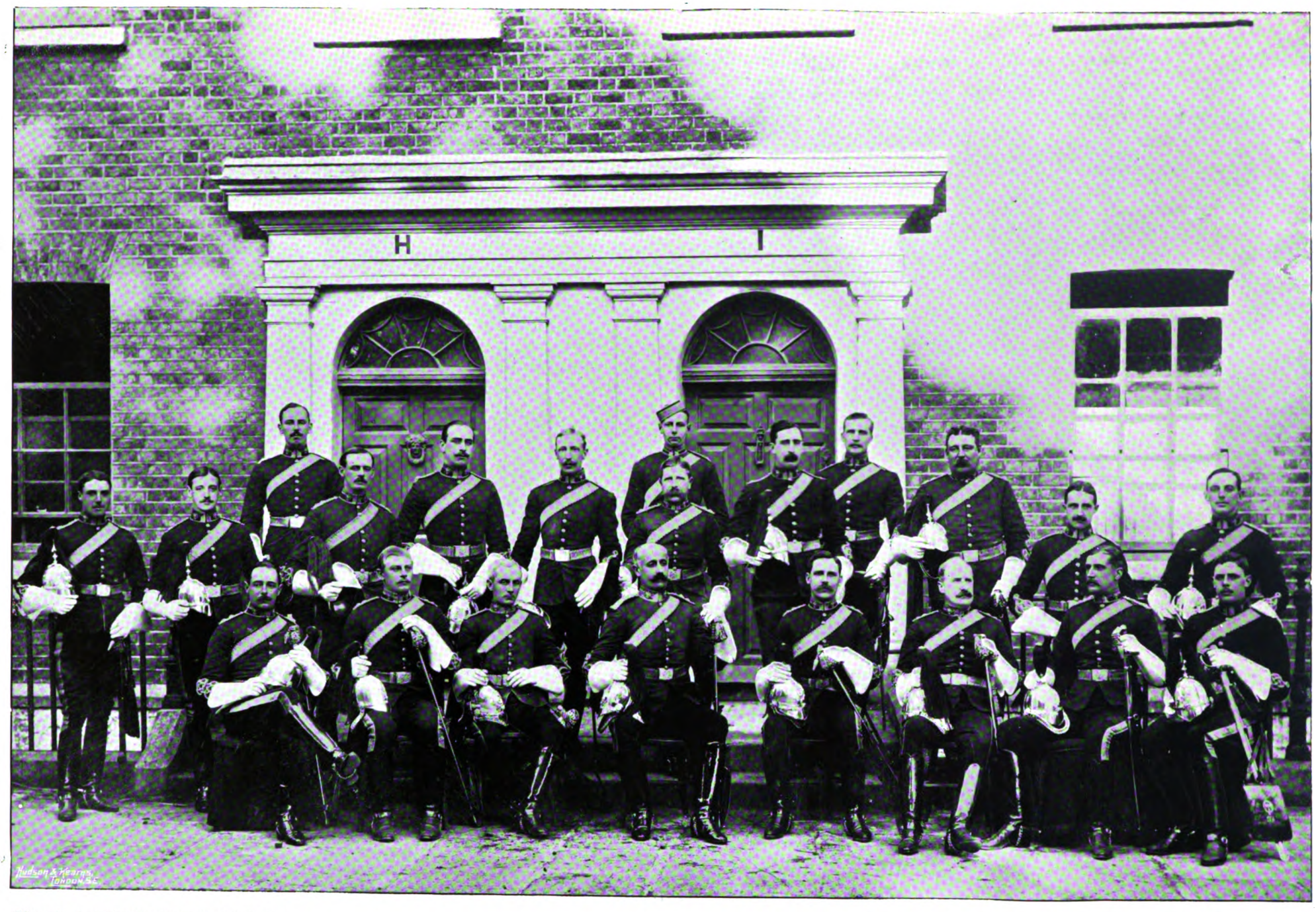

Photo. by J. ROBINSON & SONS, Dublin.

THE OFFICERS OF THE 1st ROYAL DRAGOONS.

THE Royal Dragoons share with the Scots Greys the honour—otherwise unique in the British Service—of having a Foreign Reigning Sovereign for their Colonel-in-Chief. The German Emperor, Colonel of the "Royals," for his part holds the honour equally high in estimation, as he has taken every opportunity of showing, down to as recently as the last anniversary of Waterloo, when he sent over a specially appointed officer of high rank to place a wreath in his name on the regimental Standard. Our photograph of the officers of the regiment was taken at the Island Bridge Barracks, Dublin, where the "Royals" are stationed.

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Corporal-Trumpeter GOODHALL, 2nd LIFE GUARDS.

THE subject of our illustration prefers to be known as "Trumpet-Major," the older and historic title of his rank, which is analogous to the "Drum-Major" of Infantry. Corporal-Trumpeter is his official designation. He is a soldier of thirteen years' service, having joined the 2nd Life Guards as a boy as long ago as 1882. Corporal-Trumpeter GOODHALL, like so many other Guardsmen, has a family association with his famous regiment, in which his Father served as a non-commissioned officer for twenty-five years. The cost of his gorgeous uniform, coat, cap, trumpet and banner, means about £120.

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PIPE-MAJOR FRASER, 1st SCOTS GUARDS.

THE gallant Pipe-Major of the 1st Scots Guards has served with the colours in his regiment for just thirteen years, entering it in 1882, and being promoted to his present rank in 1890. Before he joined the Scots Guards he was piper to the chief of the Fraser Clan, Lord Lovat. The man on the right hand is Piper James Pourie, the man on the left Piper John Gordon, soldiers of five and six years' service respectively.

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A CORPORAL OF LIFE GUARDS.

CORPORAL W. ELLIOTT, of the 2nd Life Guards, whose portrait we give above, is a very promising non-commissioned officer; his rank being shown by the shoulder straps he wears and his aiguillettes, the badge of one holding a position about the person of the Sovereign.

Photo. by GREGORY & CO., 51, Strand. *Copyright.—HUDSON & KEARNS.*

A TROOPER OF LIFE GUARDS.

WE are justly proud of our Life Guardsmen, for no *corps d'élite* elsewhere can show their like. Twelve years' service men, splendid to behold in time of peace, they have proved terrible in fight as our enemies have learnt, at Dettingen, in the Peninsula, at Waterloo, and more recently at Kassassin and Tel-el-Kebir.

Photo. by GREGORY & CO., 51, Strand. *Copyright.—HUDSON & KEARNS.*

A MASTER IN HORSEMANSHIP.

SQUADRON-Corporal-Major Rough-Rider GOODALL, of the 2nd Life Guards, bears up very well, it is said, under his lengthy official designation. He has turned out many splendid horsemen, has served eighteen years in his regiment, and wears the Egyptian Medal and Khedive's Star.

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WELL KNOWN MEMBERS—1st SCOTS GUARDS.

REGIMENTAL Sergeant-Major TELFER has served in the regiment for over eighteen years since his enlistment. Mr. MORRISON, the Schoolmaster to the battalion, over thirty years. Orderly Room Sergeant ROEBERRY for his part may be termed one of the "business men" of the regiment.

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THE
NAVY & ARMY
ILLUSTRATED.

VOL. I.—No. 3. *FRIDAY, JANUARY 17th, 1896.*

Photo. by A. DEBENHAM, Southsea.

Admiral of the Fleet The Hon. Sir HENRY KEPPEL, G.C.B.

SIR HARRY KEPPEL is the Grand Old Man of the British Fleet. Born in the same year with Gladston and Tennyson, 1809, and entering the Navy at the age of twelve, he first saw active service in the East Indies in the early "thirties" of the present century, and in the Carlist War. Since that time Sir HARRY has taken part in every war in which the Fleet has been engaged down to his promotion to Admiral of the Fleet in 1875, including the first and second Chinese Wars, and the Russian War, where he served as Captain in both the Baltic and the Black Sea. Sir HARRY'S geniality is proverbial, he is a universal favourite with all ranks and classes, and everyone is anxiously awaiting the issue of his autobiography, for Sir HARRY'S stories have a reputation the world over.

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Captain Rt. Hon. Lord CHARLES W. D. BERESFORD, R.N., C.B.

THIS distinguished and brilliant Naval Officer is as well known outside the Sea service as he is in that profession, and is a favourite everywhere. The enterprise which elicited the signal, "Well done, Condor," at the bombardment of Alexandria, exhibited his gallantry and daring, no less than the judgment and skill displayed when in charge of the city afterwards demonstrated his capacity as an administrator. In the House of Commons his breezy speeches never fail to fill the benches. Our illustration from a photograph taken in January, 1895, at Chatham, shews him in the frock coat and cap which form the everyday uniform of a Naval Captain. The gallant sailor will be 50 on the 10th of February next, and it is the hope of all his friends to soon see him hoist his flag as an Admiral.

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Photo. by SYMONDS & CO., Portsmouth.

ROYAL VISITORS ON BOARD THE "ROYAL ARTHUR."

OUR illustration commemorates the very interesting "send off" which was given to the "Royal Arthur" on her being first commissioned at Portsmouth in 1893, as flagship on the Pacific Station. The PRINCE OF WALES was present, out of compliment to Rear-Admiral Stephenson, one of the Prince's former Equerries, and with him attended the DUKE OF CONNAUGHT, after whom the "Royal Arthur" is named, and the veteran Admiral of the Fleet. Sir Harry Keppel.

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ON THE LOOK OUT ON BOARD SHIP.

JACK has to keep his eyes about him at all times on board ship, but more particularly when he is one of the Watch on Deck and a Look-out Man on the Bridge, like the bluejacket shown in the illustration with his telescope to his eye. It may be he is examining a strange sail at a distance, or watching the movements of a consort, or if in a fleet, reading off a signal made on board some other ship, perhaps by the flagship herself.

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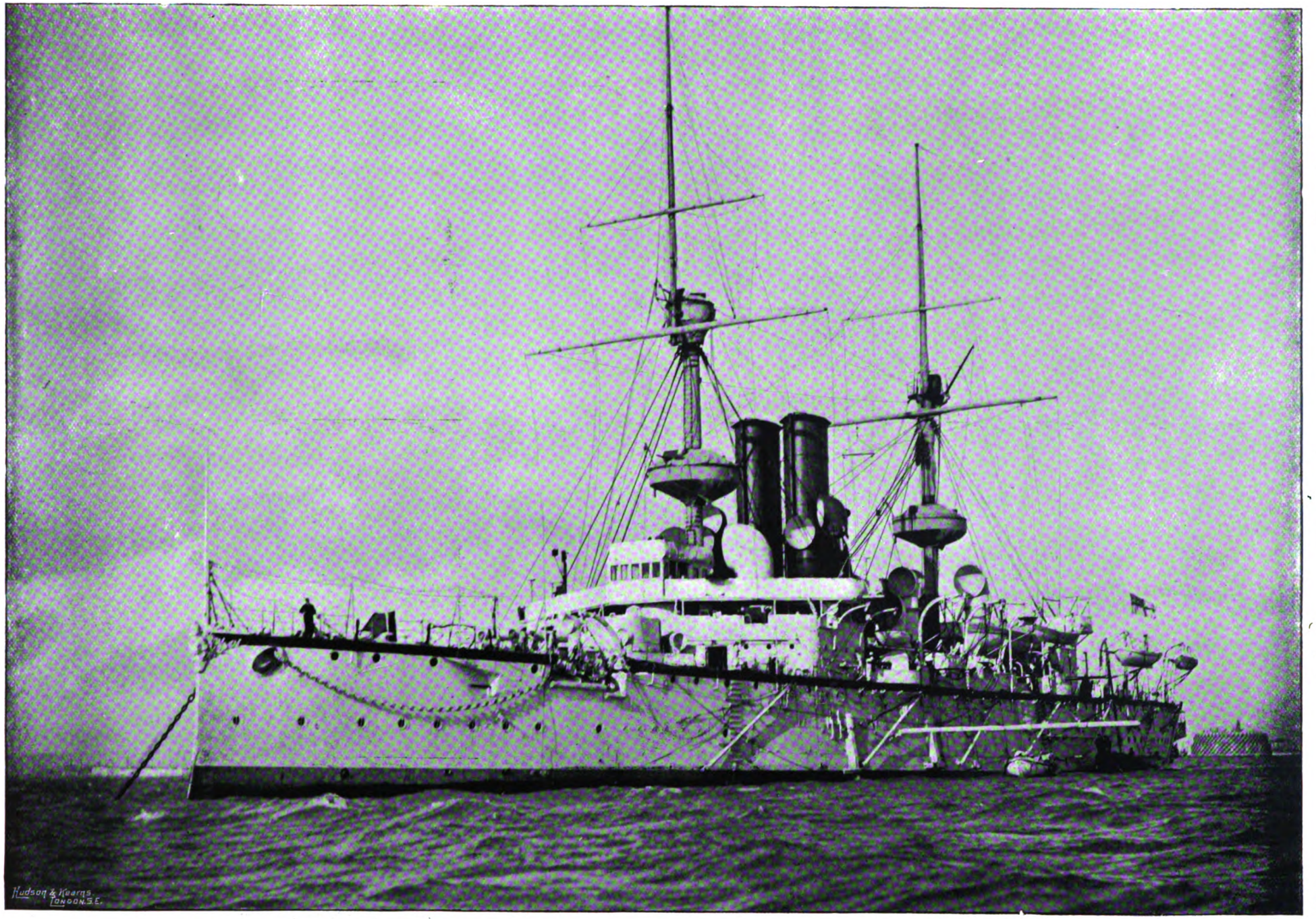

Photo. by SYMONDS & CO., Portsmouth.

THE BRITISH FLAGSHIP ON THE CHINA STATION.

THE "Centurion" is one of the Naval Defence Act battleships, and a sister to the "Barfleur," now in the Levant. The two are the fastest battleships afloat, and are remarkably fine vessels, each of 10,500 tons displacement, mounting 29-ton guns, and bearing armour of 12 inches maximum thickness. One of the two, the "Barfleur," is the first British battleship in which electricity has been utilized for training the guns. The "Centurion" flies the flag of Vice-Admiral A. BULLER, C.B., and represents a type of ship greatly in favour with many naval officers.

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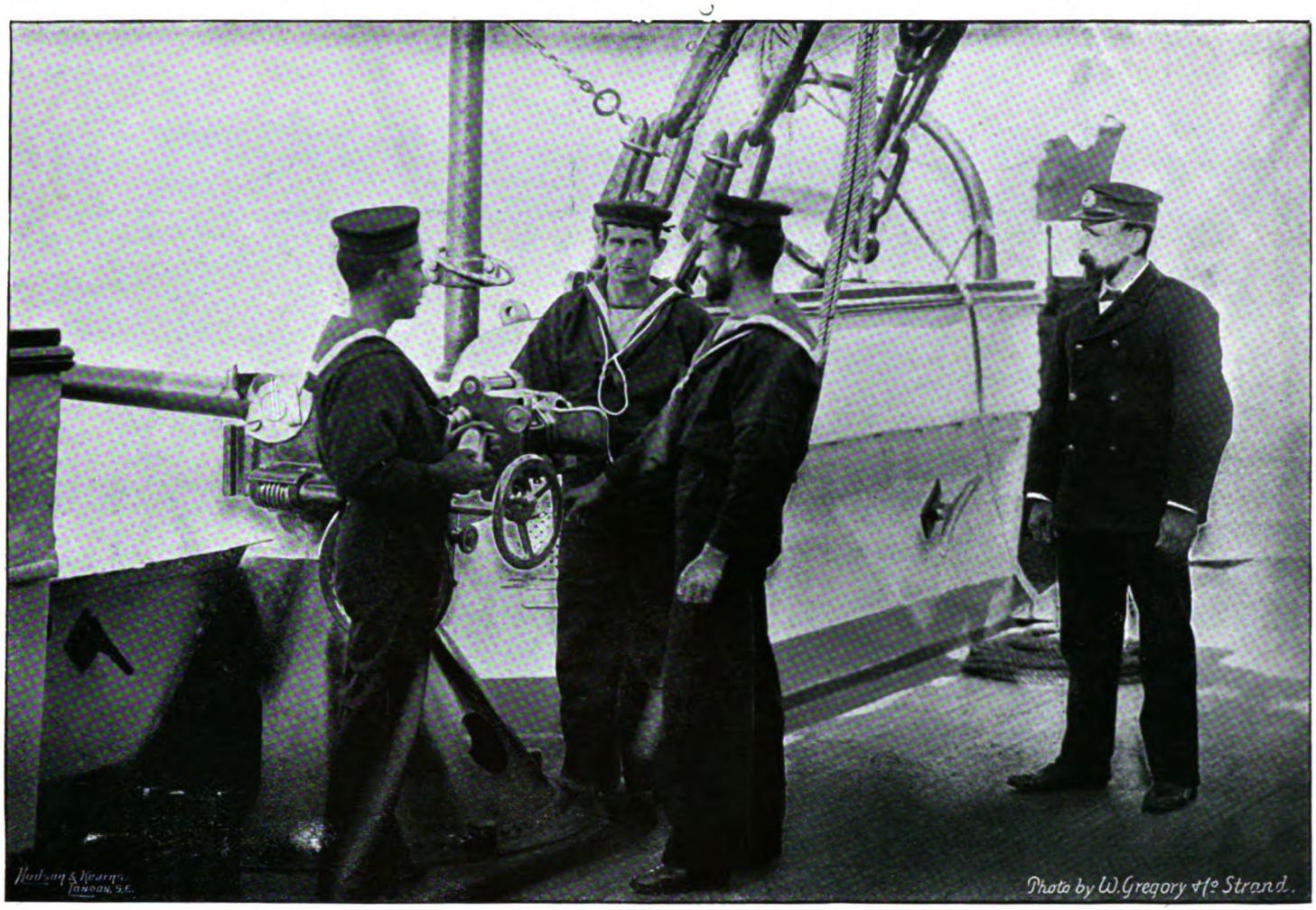

"READY TO SALUTE" ON BOARD A MODERN WARSHIP.

SALUTING on board a ship of war now-a-days is done with the lighter guns of the vessel's armament, with which we make more noise at less cost than our ancestors could. Here a saluting party are shown awaiting orders to fire the regulation number of rounds from an upper deck quick-firer. The unfortunate case, which happened some seven years ago, when the "Dreadnought," with the Duke of Edinburgh's flag on board, was unable to salute the French flag in a French port, because there were no light guns on board, is not likely to recur.

AMBULANCE DRILL ON BOARD A CRUISER.

OUR illustration represents bluejackets at ambulance drill, with imaginary wounded men on board the cruiser "Tartar." Jack's repertory includes a general education in the arts of both land and sea fighting, and it stands to reason that so important a detail as the rendering of "First Aid" to the wounded is not omitted from his course of training. With modern war, such as it is, ambulance drill is for him of the first importance. As a fact, too, there is no better or more deft-handed ambulance man than the sailor, or one more tender and kindly with the injured in his care.

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SOME OF THE STOKERS OF THE "CAMPERDOWN."

THIS picture of a party of stokers on board the "Camperdown" may recall to mind the sad fate of the stokers of the battleship "Victoria," who perished under such terribly appalling circumstances when that ship sank after collision with the "Camperdown." Down below the waterline work the stokers, with little of the stirring excitement of the fight to cheer or inspirit their trying labours. Safe, it is true, in all but the extraordinary circumstance of a sudden catastrophe by ram or torpedo, but then pretty certain to go down with the ship and meet their death under distressing conditions.

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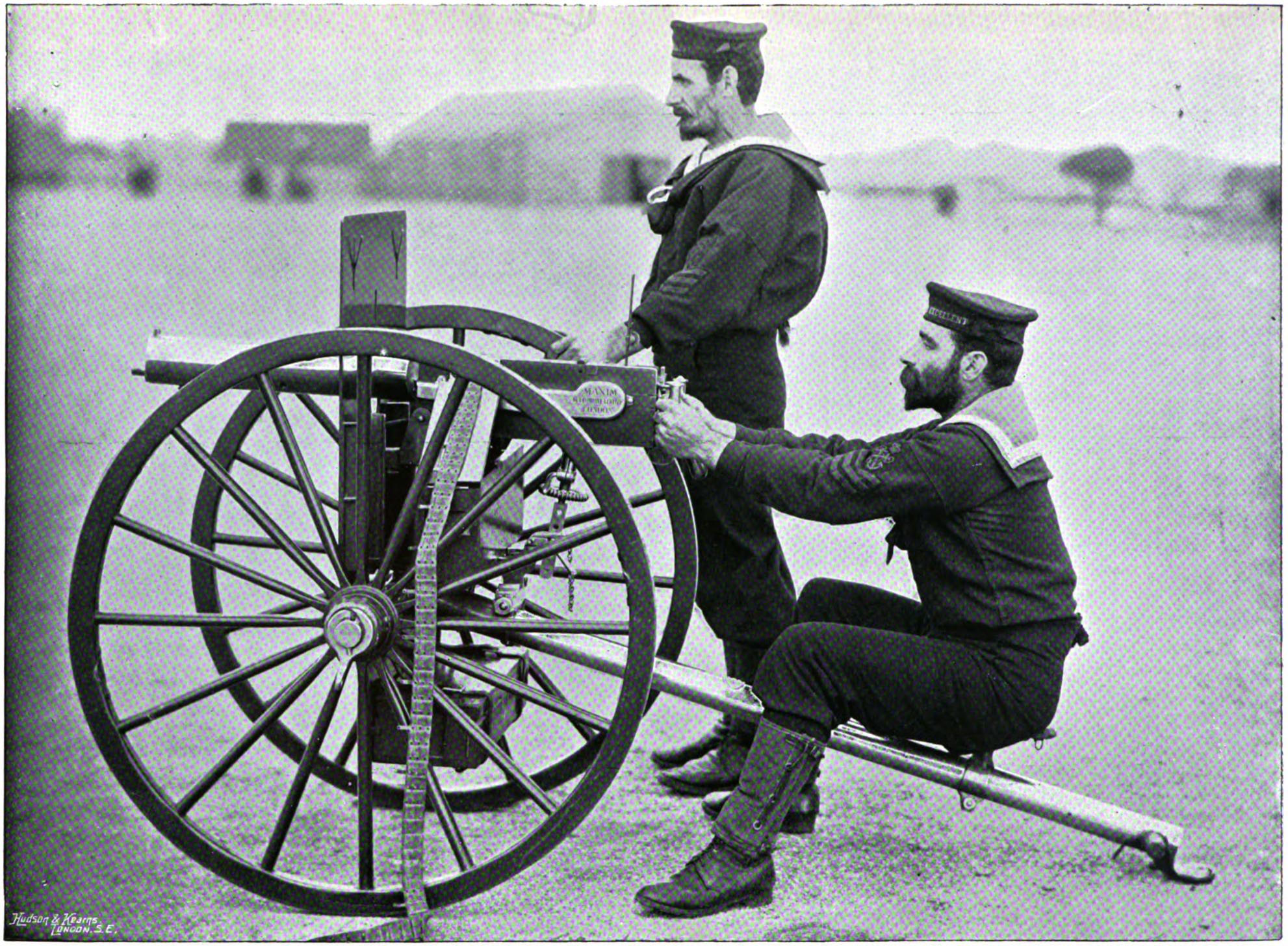

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MAXIM GUN PRACTICE AT WHALE ISLAND, PORTSMOUTH.

THE two seamen of the "Excellent," the Portsmouth gunnery ship, shown in the picture, are practising with a Maxim gun, the latest type of machine gun adopted by the Navy. The special feature of the Maxim (so named after its inventor) is its automatic action. The firer presses a button and the gun goes on firing of itself until its ammunition—carried on a belt of from 150 to 200 cartridges—stops. The belts are quickly replaced, and 600 shots a minute, in a continuous stream of bullets, can be fired.

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BOAT SAILING IN THE NAVY,

BY

REAR-ADMIRAL C. C P. FITZGERALD.

BOAT sailing in the Navy has attracted special attention during the last twenty or twenty-five years. Paradoxical as it may appear, the gradual abolition of masts and sails in all our fighting ships and the consequent depreciation of the value of old-fashioned seamanships—or the art of handling ships under sail—so far from killing boat sailing or rendering it unpopular, seems to have had exactly the contrary effect.

The art of handling a boat under sail has always been regarded as the nursery for ship sailing. The school in fact, wherein the young idea was first taught the rudiments of his profession. But although ship sailing is now practically a thing of the past (so far as the Royal Navy is concerned) it is still recognised by all competent authorities that boat sailing is a very useful training for young men who aspire eventually to handle ships of all classes and means of propulsion, in all circumstances of wind and weather.

In the old days, before we had any small steamboats attached to our ships, boat sailing took care of itself, for the simple reason that all the work of the ship had to be carried out in boats propelled by sails or oars, the former if possible; but now that even the smallest of our ships carries a steamboat of some sort, in which the work can be done more expeditiously than in any rowing or sailing boat; it has become necessary to make boat sailing a special subject of exercise; in fact to give it artificial nourishment and encouragement, unless it is to die out altogether. This has been done in various ways, though probably the step which of all others has tended most to render boat sailing so highly popular in the Navy as it is to-day, was that taken by the late beloved and respected Admiral Sir Geoffrey Hornby, of presenting annually a handsome cup to be sailed for by the boats of the squadron. This happy idea has been followed ever since 1872, by the Admirals of all our principal stations whenever it has been possible to get enough ships together to make it worth while.

These annual cup races, which usually wind up the ordinary sailing and rowing regatta of a fleet or squadron, are always productive of the keenest competition and rivalry between the different ships; and as the greatest latitude is allowed with regard to rigs, they give rise to many original ideas, and also tend to explode erroneous theories, and teach the rising generation what to do and what to avoid.

It is scarcely necessary to say that it is not the intrinsic value of the Admiral's Cup that excites the keen interest and rivalry which attend these races, for in the Mediterranean squadron for instance, it is probable that ten times the value of the coveted trophy is expended in various fancy rigs with the object of winning the prize. And then, perhaps, if it blows hard on the day of the race, some boat with her service rig, upon which not a shilling has been expended, sails in first and carries off the blue ribbon; sailed perhaps by some presumptuous midshipman, who has thus had the audacity to beat his own captain in his galley, the first lieutenant in the launch, and two or three other lieutenants and sub-lieutenants in various boats of his own ship, in addition to all the talent and all the skill of the rest of the squadron.

This is no fancy picture, but has been done more than once, and it shows what good allround rigs our "service rigs" are.

But in light winds "service rigs" have no chance. Then it comes to the question of the greatest amount of sail that can possibly be carried without capsizing; and on these occasions kites of wonderful dimensions and marvellous shapes may be seen spread to catch the light and variable zephers which render a sailing race, under the circumstances, very much a matter of chance, victory being often obtained by a fluke. As a general rule, however, it may fairly be said that the best boat wins.

In the ordinary annual regattas of our squaorons the different boats sail in their own classes, launches sail against launches, pinnaces against pinnaces, cutters against cutters, and so on; but in the race for the Admiral's Cup all classes sail together, and it becomes necessary therefore to make a handicap, as it would be obviously ridiculous to put a jolly boat or a dingey to sail against a launch. The object is to give every boat a chance, and it is usual therefore for a committee to be deputed to decide upon a fair handicap. The task is most difficult. It is no exaggeration to liken it to the task of handicapping thoroughbreds with hackneys, cart horses, mules, and jackasses. A turf handicapper would probably decline the task. But on the whole the handicapping is done with great success, previous records being taken as a basis to work upon.

The time allowances are made at the beginning of the race, which makes the finish most exciting, if it is at all a close affair, and it also avoids the stupendous task of starting fifty or sixty boats at the same time in a very limited space.

In some of the earlier Cup Regattas the boats were started together, with sails down, and a slip rope round a hawser stretched between two ships; there was then no handicaps, so that only a moderate number of boats started, as none but the larger boats had any chance. But it is usual now to have a "flying start" for each class, so that generally speaking seven or eight boats only start at the same time, in perhaps five or six different classes.

These "flying starts" are splendid practice in manœuvring, and in judging distances, time, and speed.

One excellent rule is always enforced in all these races, the rule of "no sinking ballast." That is to say, that any boat must be able to float when she is full of water. This is most essential, as capsizes are not infrequent, and if such a rule were not enforced, they would probably be attended with fatal results. "No sinking ballast" is generally understood to mean water ballast only, but as water ballast (that is to say water in casks or breakers), is very indifferent ballast, and cannot be carried low enough down to give a fair amount of stability for the weight carried, various devices are tried for carrying better ballast, and yet making the boat, as a whole, a floating object. Thus submarine mine sinkers of cast iron are carried low down in the boat, and empty water casks equal in floating power to somewhat more than the weight of the iron are lashed along under the boat's thwarts, so that if she fills she will still float. One Captain, who lately commanded a ship in the Mediterranean, and who was famous for carrying a press of sail, had a very good plan for securing unsinkability in his galley. He lashed several thick slabs of cork under each of the thwarts, they were permanently secured there, and not just put off and on for a race, so that the boat was always in a condition to float well up if filled, and to support her crew.

Another Captain, lately serving in the Mediterranean, rigged his launch with a big dipping lug forward, and the boat's ordinary gaff mainsail for a mizen. This rig was copied by one or two other ships and the boats sailed well, but they were unable to take their time allowance off the cutters, as the races were almost always sailed in smooth water, where a cutter is almost equal to a launch.

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Fancy rigs of all sorts are employed in the Cup Races in all our squadrons, and many officers go to considerable expense in purchasing ready-made rigs, with spars, ropes, and everything complete, from some of the leading yacht sail-makers of the country. The First Lieutenant of one of the battleships in the Mediterranean was lately successful in carrying off the Admiral's Cup with a very pretty Lapthorne rig, consisting of a standing lug and jib, the former having a very upright yard and battens in the after leech of the sail to prevent it from bagging.

On the whole, however, the expenditure of money on private rigs has not generally been successful, and more cups have been won with rigs made on board the ship, and not infrequently (as has been before observed), with *bonâ-fide* "service rigs."

In the ordinary service rig races no false keels are permitted, but in the cup races any sort of keel is allowed so long as it is not heavy enough to sink the boat. The usual plan of false keel, which has lately been adopted, consists of a thin plate of iron screwed on to the side of the main keel of the boat. It does not extend right along the keel, but it is more like a Yankee centre-board (only it is a fixture), and is probably only a third or a quarter the length of the boat, and from two to three feet deep, according to the size of the boat. This sort of keel renders a boat very handy and fairly weatherly, and is easily taken off and on.

A Captain, who is now in command of a cruiser on the China Station, lately tried the modern plan of a bulb keel upon his galley. It was a tapered lump of lead at the bottom of an iron plate, and fulfilled the condition of carrying the ballast low down, and of course had to be accompanied by a similar amount of floating power, in the shape of empty breakers lashed inside the boat. It was successful, but the objection to this form of keel, and indeed to all false keels, for which boats are not originally built, lies in the fact that they bring an undue strain on the main keel, thus often causing bad leaks along both garboard strokes, and straining the boat all over.

It is a good plan to put in a few extra floor timbers before attaching false keels, it saves a lot of trouble in the long run.

There can be no doubt that boat sailing, as now carried on in the Navy, is a splendid and invigorating exercise for all who take part in it, and it is to be hoped that the Admirals of our squadrons will always encourage it, for although ship sailing may be a dead art, the management of boats will always be a useful and indeed necessary accomplishment for a naval officer, and it teaches lessons which are applicable to the handling of even the largest battleships.

C. C. P. FITZGERALD.

H.M.S. "CENTURION."

THIS ship, of which we give an illustration on another page, is one of the first-class battleships built under the Naval Defence Act of 1889, which, it will be remembered, became law at the time Lord GEORGE HAMILTON was First Lord of the Admiralty. She, with her sister ship the "Barfleur," form together a type distinct from the other battleships of the Naval Defence Act, and indeed from any other battleships afloat. It is, however, considered necessary for this country to maintain in Chinese waters at least one battleship to carry the flag of the Admiral of the British Fleet on that station, and it was probably with a view to this use that the "Centurion" and her sister were built. At all events they were made light enough to go through the Suez Canal. Their underwater hulls are covered with wood and coppered, so that they do not need such frequent docking as ships not so treated, and finally, the "Centurion" is at the present moment flying the flag of our Admiral in the Far East.

The difference in size between these two vessels and the bigger battleships of the "Royal Sovereign" class, is best shown by a comparison of characteristics. Thus, the displacement of the "Centurion" is only 10,500 tons, while that of the "Royal Sovereign" is 14,150 tons. The principal armament in the case of the "Centurion" is four 10-inch 29-ton guns, while the "Royal Sovereign" carries four 67-ton guns, and whereas these latter are placed *en barbette* in armoured towers, those in the former vessel are in redoubts, with shield protection only in rear. This form of protection is, however, considered by some experts to be preferable to that of the "Royal Sovereign," while the substitution of the lighter pieces of ordnance enables use to be made of electricity, and hand gear for manipulating the ordnance in place of hydraulic mechanism. The lighter guns can also be loaded in any position, whereas the big pieces in the "Royal Sovereign" class of battleship must be brought round parallel with the line of keel before they can be loaded, and one gun of a pair cannot be worked independently of the other.

The "Centurion" is 360 feet in length, with a beam of 70 feet, and a maximum draught of water under the keel of 25 feet 6 inches when down to her load draught. These dimensions are 20 feet less in length, 5 feet less in beam and 2 feet less in draught than the corresponding dimensions of the "Royal Sovereign," and as a result the armour carried by the former ship is not anything like so thick, nor does it cover anything like the area on that of the bigger ship. Indeed, there are not wanting critics who argue that there are so-called cruisers in existence which would be a match for the "Centurion," but this is a vexed question into which we need not enter here. Generally it may be said that every ton of displacement means something, either for offence or defence, for speed, habitability or some seakeeping quality. It is quite impossible to give to any ship, however heavy she may be, everything in the greatest possible degree. Something must be relinquished, and Naval officers as a rule appear to be satisfied that the Chief Constructor of the Navy, Sir WILLIAM WHITE, has included on the displacement of the "Centurion" a very fair and well-apportioned quantity of each quality, which, taken together, will go to make her worthy for the work she may be called upon to do.

In addition to the heavy guns already mentioned, which are mounted in pairs before and abaft the central battery, the "Centurion" carries a secondary armament of 4 7-inch quick-firing guns. These are most useful weapons, for they can be relied on to make accurate shooting; they have a certain penetration of wrought iron, and they can be discharged so rapidly that it is said as many as five projectiles, each weighing nearly 50 lbs., can be in the air at the same time. Besides these guns there are yet smaller quick-firers, and also several tubes for the discharge of the Whitehead torpedo, a missile which is certainly calculated by its threat to make an intending assailant keep at a respectable distance. Indeed, the torpedo may be said to be the counter-check quarrelsome to the ram, and the rivalry between these two has restored the gun to its old position, from which at one time it seemed likely to be ousted by its ancient and modern competitors.

In outward appearance the "Centurion" is not at all unlike the heavier "Royal Sovereign" class of battleship, a resemblance rendered more close by the position of the masts, funnels, and the other excrescences of modern men-of- war; the smaller vessel has, however, one advantage over her larger sisters, and this is in respect to speed. Indeed, it has been claimed for the "Centurion" that she is the fastest battleship afloat, for she made a good 18-knot speed on her trial. The "Barfleur," the "Centurion's" sister, is also in commission, and forms one of the British Squadron in the Mediterranean Sea.

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THE SOLDIER AS HE IS,

BY

MAJOR-GENERAL H. M. BENGOUGH, C.B., Commanding 1st Infantry Brigade, Aldershot.

THE soldier as he is, and the soldier as he is popularly represented, are to say the least of it, two very different pictures.

It is, I think, commonly supposed, and the error is not confined to civilians, that the recruit when he puts on his soldier's coat, be it red or blue or green, puts off, so to speak, his humanity, and becomes forthwith a mere machine, sinking his individuality, and forfeiting his right to personal opinion.

Now in the case of the "old soldier," that is the man with some 21 years' service and 5 good conduct badges, or 5 sheets in the defaulters' book, as the case may be, there may be some grounds for this belief. The heavy hand of discipline and the ceaseless round of routine, no doubt, tend to emasculate individuality, and create a being *sui generis* of a different growth to his fellow creatures. But the soldier we have now to deal with is enlisted as a lad, passes his boyhood, so to speak, in the ranks, and leaves the service at an age when his fellow citizens are but entering in a trade or profession.

But I have said that this mistake as to the characteristics of our soldiers extends to the Service itself. Few officers understand their men, not from want of interest in them, not even for lack of sympathy with them, but because tradition has handed them down as units in a machine, discouraging individuality, and almost forbidding them to act or think for themselves. Yet soldiers have their opinions now-a-days as have other folk, and, like that of other folk, a very varied opinion it will be found to be on most questions. "Tot homines tot sententiæ" will be found as true in the ranks as in other paths of life, and very difficult it is to arrive at any general consensus of opinion among soldiers on a given question. Of course, be it understood that in matters of discipline no opinion can be asked, but there are many matters affecting the comfort and well-being of the man in which it may be well to know what they themselves think.

I remember some years ago organizing a novel experiment in India in the way of a rifle camp at some distance from the station under my command, to which the men were allowed to go on condition of their entering for the matches which were principally of a tactical nature. The camp was well attended, and I thought the experiment a success, but it being something of a new departure I was anxious to obtain the opinion of the men themselves on it, and accordingly I asked an old soldier, who had been assisting at the camp, whether the men liked it. His answer, not too encouraging, was "Well, Sir, there's some of 'em does and some of 'em doesn't." And this, as far as my experience goes, is about as near as you will get to unanimity on any question among any class of men.

At the same time, I think that many a useful hint can be obtained from soldiers on matters of dress and equipment on which they can speak with the best of all knowledge, that of practical experience.

But besides private opinion there is in the ranks a strong public opinion on many questions, and none the less strong because it is not given expression to.

I trust I may not be considered as cherishing a purely Utopian hope when I say I look to this public opinion among the rank and file as the means of removing entirely the one blot in our Army, the vice of drunkenness. This evil has greatly diminished of late years, a circumstance due no doubt to the spread of Temperance Societies, but it will not die out until the men themselves take it in hand, and it shall come to be considered quite as much of a disgrace for a private soldier to be drunk as it is now held to be for an officer. And we may not have very long to wait, for I can remember when I joined the Service an officer was thought rather a poor sort of fellow who did not, occasionally at least, exceed in his cups.

There are still many highly respectable old people, especially in the country districts of England who would look upon their own son 'listing as "going to the dogs," and who regard any one in a red coat as one of the bold and dissolute soldiery of past centuries, or of the days of crimps and press-gangs. Much has been done to dispel this illusion and to place the British soldier in his true light by the manœuvres that have been held in different parts of the country, and by the excellent practice of marching regiments through their territorial counties. The conduct of soldiers on these occasions has invariably been such as to call forth praise from all with whom they come in contact. During the late manœuvres in the New Forest two divisions of Infantry besides Cavalry and Artillery, some 12,000 men in all, were encamped for some days in a private park and grounds in a country strictly preserved, and the owners stated that if asked to assess the damage done to their property they could not fairly rate it at higher than 5/-!

On what grounds, then, do the objections to allow a relation to "go as a soldier" rest? In so far as they have any valid grounds they may be said to be fear of bad example and of unsettling a young fellow for regular work, and dislike of service abroad. There are of course a certain number of black sheep in every flock, and the Army is no exception, but they are a very small minority, and their life in the Service is generally a short one; and, as regards the second objection, I cannot see how habits of punctuality, respect to superiors, smartness and cleanliness and the endurance of certain hardships, can render any young man unfitted for the battle of life. As for the short term of foreign service that falls to the lot of a soldier, he should with ordinary care of himself, and the exercise of a little common sense, return to his home with a mind improved and enlarged, and a good sum in the Savings Bank.

Is the Service popular? I think so. Young soldiers are now treated with much consideration, they have excellent food, are not overworked, are comfortably housed and clothed, and what with excellent recreation rooms, and cricket and football and rifle clubs and other amusements, to say nothing of prospects of promotion and chances of distinguishing themselves on service, they are in a far better position than they could ever hope to be in any other profession open to their class in life.

Neither is the soldier's fate to be deplored, when his time comes to be ordered abroad. I have questioned many a young fellow under orders to join a draft proceeding to India, and they almost invariably look forward pleasurably to the idea of seeing a new country. And indeed there is much to be said in favour of a soldier's life in India. Besides the novelty of the change, things are in many ways made pleasant to him in the East. He has more leisure time, perhaps a little too

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much leisure for his good, a boy to clean his boots very often, though I don't myself approve of this luxury for soldiers, a cook who will not object to provide him with any little extra dish he may fancy, and if of a sporting turn he can take a gun and ramble almost where he will. There is, of course, another side to the picture in such trials as heat, mosquitoes, absence from friends, and the like; but what I think a soldier misses more abroad than anything else is his evening stroll in his garrison town, with its gas-lit streets, its bright shop windows, and gay music halls. These are the scenes in which he finds his chief delight, for he is easily amused, and though not possessed of that light-hearted southern disposition that enables a Spaniard to feel supremely happy with a cigarette, a glass of lemonade and a smile from a pretty girl, yet with his pipe and glass of beer and a pleasant word with the girl he loves, or thinks he loves, he passes his time in perfect content if not in exuberant happiness.

THE SOLDIER IN ACTION.

The probable character of future wars is somewhat misty. It is impossible to foresee the effect which will be produced by the vast improvements that have been effected in the precision and rapidity of fire of modern weapons, both of Artillery and Infantry, since the last great European war. That it will bring a greater strain than ever on the nerves of those engaged may be accepted as certain. I do not think that we as a nation will be unfavourably affected as compared with other nations.

I have often thought that our army comprises in its mixed rules the best fighting characteristics of the most warlike nations in Europe. The Irish have the military instinct, the dash in action, the cheeriness in camp, and the good marching qualities of the French; the Scotch possess the long-headed, cool, almost methodical temperament and strong sense of discipline of the German soldier, whilst the English represent the dogged determination, the resolute refusal to acknowledge defeat, that characterise the Russian. It is qualities such as these that have extended the British Empire to the vast dimensions to which it has now attained, and it is on qualities such as these that we must rely to maintain that Empire intact. I believe that the British soldier of to-day will in the stress of trouble, if it comes, prove himself equal to the task.

TOMMY ATKINS.

I have refrained from referring to the soldier by his now familiar soubriquet of Tommy Atkins. Although this cognomen has been, so to speak, immortalized in the pathetic and stirring stanzas of Rudyard Kipling, I doubt whether its application is altogether acceptable to the man. A soldier has a Briton's characteristic dislike to anything like ridicule, however kindly meant and aptly put, and I think that he suspects a latent slight, even in the friendly rhymes of the Soldier's Poet.

However this may be, I am sure that the soldier is a very sensitive nature, and is far more keenly alive to a word of rebuke or of praise than is generally imagined. Knowing this, as most officers doubtless do know, I have often wondered that greater advantage is not taken of it as a lever to good conduct and to smartness in the performance of duty. A word or two of commendation for instance from an officer to a soldier on parade or on a field day, would not only please the man himself and encourage him to renewed exertions, but it would put him at once a head and shoulder above his comrades. I can remember more than one instance in which a few words of praise thus bestowed have been remembered years after the event. It is, moreover, by such means that a soldier's affection is gained, and that gained he is capable of any deed of self-sacrifice.

And this leads me to remark on the keen sense by which a soldier detects anything in his superiors that seems to show a want of good breeding. A true gentleman secures his willing obedience. It is not the surface gentleman who succeeds in securing his respect. The soldier has an instinctive faculty for looking in these matters below the surface, and recognising the kindly heart, no matter what the interior. I know that a soldier will work more willingly for one whom he likes, even though he may now and then let drop a rough word, than for one with a smooth tongue but a lack of sympathy.

Another salient characteristic in the soldier is his aversion to any exceptional treatment as an individual, to anything that makes him a marked man, and this leads occasionally to somewhat curious developments. I may give an instance. It has been constantly the aim of officers interested in the well-being of their men to induce them to forego the old-established habit of drinking their beer at the Canteen at 12 o'clock, instead of with their dinners at 1 o'clock. Many a device has been tried to overcome this rather barbaric custom, but, I believe, invariably without success. Most of the plans have failed because they entailed extra trouble on some one. To meet this, and to reduce the labour to a minimum, I had a roll of a Company prepared and hung up in the barrack room, with columns in which a man had only to make a mark in a certain column opposite to his name to ensure having a pint of beer or bottle of ginger beer on the dinner table. I gave each man a tumbler, and had great hopes of success, as the officer to whom I entrusted the experiment took a keen interest in it, but I was doomed to disappointment. The plan did not "take on." Day after day it was reported to me that the columns remained unfilled. I was fairly puzzled, but at last it transpired that the reluctance of the men to fill in the columns arose from an objection to its being known whether or not they drank beer. Possibly they suspected a trap, and imagined that the beer drinkers would be branded as drunkards. Since then I have given up all idea of reforming the soldier in this respect: perhaps, after all, he is even in advance of his time, and has anticipated modern hygienic theories that food should be taken without liquid.

THE SOLDIER AT PLAY.

Football is the only game into which the soldier throws himself with any real zest. At cricket he is a "dilettante," at football an enthusiast; and this passion is only of very recent development, being indeed synchronous with the keen public interest that has of late been evinced in this game.

It would be an interesting study, but one quite outside the scope of this article, to trace the causes that have given a game so rapid and decisive an ascendancy in the public estimation. I suppose there are twenty football clubs now to one that existed twenty years ago, and, if crowds of spectators are a test of comparative popularity, cricket simply isn't "in it." Whatever the cause, I, as a soldier, welcome the revival of the fine old English game heartily. There can be no better pastime for soldiers than football, combining as it does skill, judgment, pluck, resource, activity—all soldierly qualities—and affording amusement to all, from the recruit enjoying the humble punt-about in the parade ground, to the crowds of enthusiasts keenly watching a hard contested struggle for the final ties for the Army Cup.

Space and time forbid me pursuing these rambling notes on a soldier's life. If they should serve, in however humble a degree, to awaken an interest in a servant of the State, whose one proud boast it is that he has always done his duty, and is ready to do it again, I shall not think that my pen has been misemployed.

H. BENGOUGH,
MAJOR-GENERAL

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Photo. by WALERY & CO., *Regent Street.*

Lieutenant-General Sir H. EVELYN WOOD, V.C., G.C.B., G.C.M.G.

SIR EVELYN WOOD began life in the Navy, and served with the Naval Brigade in the Crimea. From Midshipman he became Cornet of Light Dragoons, and then a Lieutenant in the 17th Lancers, while holding which rank he served in the Indian Mutiny and won his V.C. He then exchanged as Captain into the Infantry. The Ashanti War of 1873-74 brought Colonel WOOD prominently forward, and he added to his reputation in the Kaffir War of 1878, in Zululand, and in the Egyptian and Khartoum Expeditions, taking part in the latter as Chief of the Staff to Lord WOLSELEY. After commanding the Eastern District at Home, and at Aldershot, he became Quartermaster-General at Headquarters two years ago.

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Photo. by W. W. ROUCH & CO., Strand.

THE 1st SUFFOLK REGIMENT AT THE TOWER: 1895.

HERE we have a wing of the 1st Battalion of the Suffolk Regiment, formerly known as the 12th Foot, or "The Old Dozen"—of Dettingen and Minden fame in days gone by—under the command of Major C. R. TOWNLEY, the senior major of the regiment. The photograph was taken at the end of July last, when the men of the 1st Suffolk —whose headquarters are at present at Warley—were in garrison at the Tower of London, during the absence at Pirbright and Aldershot of the Battalion of the Household Brigade, which ordinarily furnishes the Tower garrison.

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Photo. by W. W. ROUCH & CO., Strand.

OFFICERS OF THE 1st SUFFOLK AT THE TOWER: 1895.

THE First Battalion of the Suffolk Regiment, a group of whose officers forms the subject of the illustration above, is one of the oldest Regiments in the British Army, having been first raised by King James the Second, just two hundred and ten years ago. The battalion under its older title, the "12th," has a very distinguished record. It fought with special credit at Minden, took a prominent part in the defence of Gibraltar during the Great Siege, and helped to storm Seringapatam. Our photograph of the officers was taken at the Tower on the 12th of August last, "Minden Day," in honour of which glorious battle—fought amid the rose gardens of the old Hanoverian town—they are shown wearing roses in their forage caps.

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STAFF-SERGEANT PATTEN, A.M.C.

STAFF-SERGEANT PATTEN, of the Army Medical Corps, has gone out with the Special Service Force to act as Sergeant-Major to the medical contingent accompanying the Ashanti Expedition. A good deal of the work that will fall on him, will be in connection with the native hammock and stretcher carriers, who will work along the line of communications from the front to the hospital, at Connor's Hill, Cape Coast Castle, where the base of the medical service is established.

SURGEON-MAJOR W. O. WOLSELEY.

SURGEON-MAJOR WILLIAM OWEN WOLSELEY, of the Army Medical Staff, who is one of the special service officers who proceeded to Ashanti in the steamship "Coromandel," entered the Service as Surgeon in 1880, and attained his present rank in 1892. Surgeon-Major Wolseley was one of the first to start for the front with the bearer company immediately on the arrival of the "Coromandel" at Cape Coast Castle.

MEN OF THE BEARER COMPANY, A.M.C., WITH THE ASHANTI EXPEDITION.

THE Army Medical Corps is very strongly represented in the Ashanti Expedition, as the unhealthy climate of the West Coast is more feared than all King Prempeh's warriors. The medical arrangements for the campaign are such, it is said, "as to render this expedition undoubtedly the most complete in respect of its medical equipment which has ever left England." Some of the party who went out in the "Coromandel" are shown at stretcher drill, rendering "First Aid" to men supposed to have been wounded in action.

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Photo. by J. ROBINSON & SONS, Dublin.

LORD WOLSELEY AND THE HEADQUARTERS STAFF IN IRELAND.

OUR illustration of Lord WOLSELEY and the officers of the Headquarter Staff of the Army in Ireland is the last photograph taken of the Field Marshal during his tenure of the chief command of the Forces across St. George's Channel. It was while holding the command in Ireland that Lord WOLSELEY received his promotion to Field Marshal. He is photographed in the uniform (Field Day Order) of that rank. Lord WOLSELEY handed over the command to Lord ROBERTS at the end of September last, having in the previous August received notification of his appointment to succeed the Duke of Cambridge at the War Office.

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A TROOPER AND TRUMPETER OF THE BLUES.

(THE LONG AND THE SHORT OF IT.)

THE Royal Horse Guards, or as they are more popularly known, "The Blues," to which famous corps belong the trumpeter and trooper who are represented in our illustration, is one of the very oldest regiments, whether horse or foot, in the service of the Crown. It was originally raised by King Charles the Second, immediately after the Restoration, and has had the distinction of wearing a blue uniform ever since. The Blues were with George the Second at Dettingen, with Wellington in the Peninsula and at Waterloo, and in our own times have seen service in Egypt and at Tel-el-Kebir.

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DRUM-HORSE OF THE 9th LANCERS.

THE 9th (Queen's Royal) Lancers, whose drum-horse we show above, was originally one of the Dragoon regiments raised early in George the First's reign. As Dragoons, the 9th served under Wellington in Spain. After 1816 they became Lancers, on the model of the celebrated Polish Lancers, who rendered Napoleon such devoted service. The 9th were at Sobraon and Chillianwallah, and in India during the Sepoy mutiny, the prowess of the "Delhi Spearmen" being a living recollection to many a grey bearded ex-rebel still alive. Since then they have greatly added to their fame in the East—under Lord ROBERTS, with whom they fought at Cabul, and marched to Candahar. This horse was presented to the regiment by Her Majesty the Queen, on their return to England from the Afghan War.

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The late Sergeant-Major J. McKAE, Argyll & Sutherland Highlanders.

BY special request we here publish the portrait of the late Sergeant-Major J. McKAE, of the 2nd Battalion of the Argyll and Sutherland Highlanders, who died in India on the 14th of August last, deeply regretted by all ranks with whom he was, deservedly, most popular. The 1st Battalion of the famous regiment is the old 91st of Corunna and Peninsula War fame, since widely known for their services at the Cape, in the Kaffir Wars and the Zulu War. As having been first raised a hundred years ago by the then Duke of ARGYLL, the Battalion, on the marriage of Princess LOUISE to the Marquis of LORNE, was specially given its present title. Equally renowned is the 2nd Battalion of the regiment, the old 93rd, those splendid Highlanders, who at Balaclava formed Sir COLIN CAMPBELL'S "Thin Red Line" of immortal memory.

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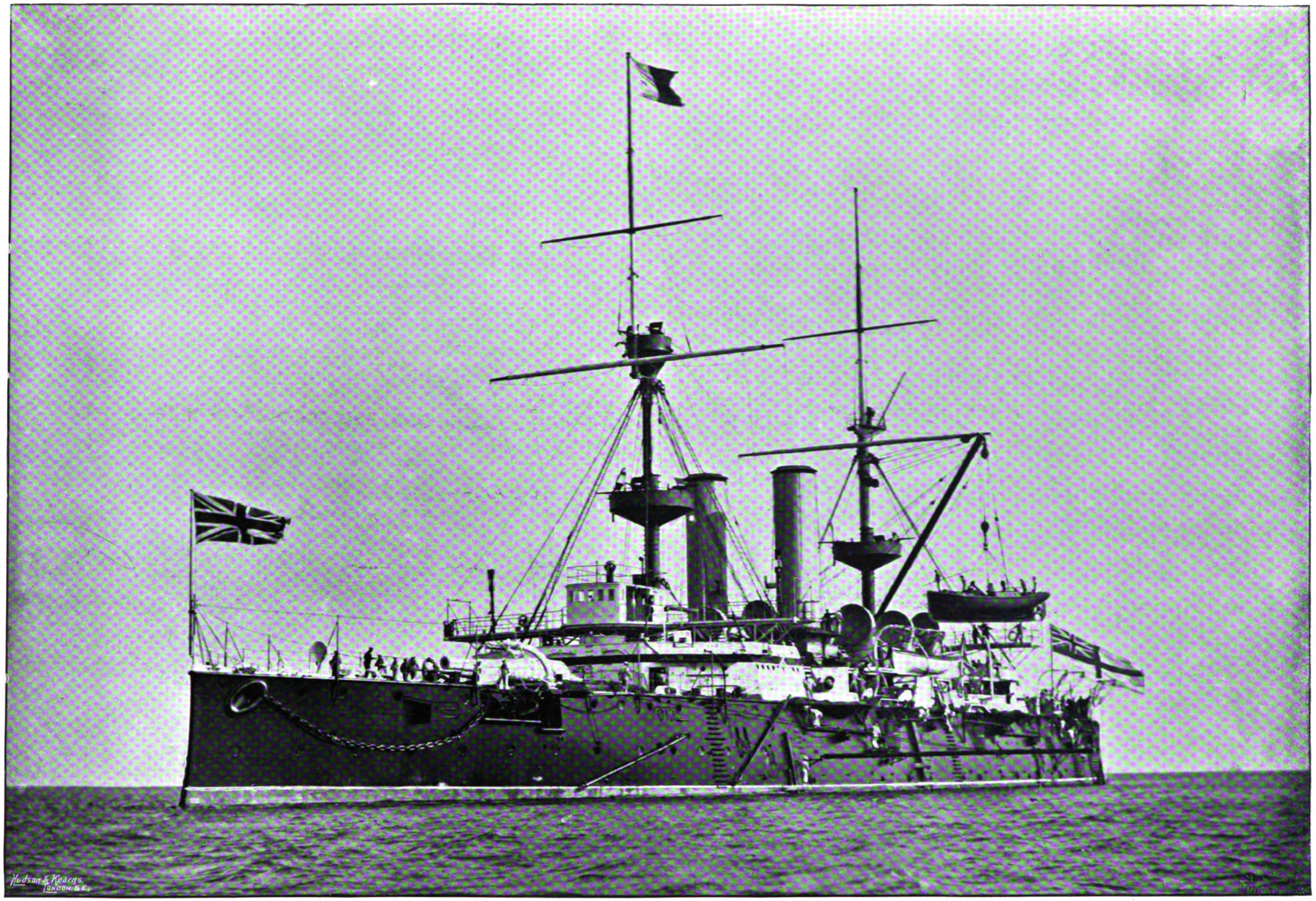

Photo. by SYMONDS & CO., Portsmouth.

H.M.S. "REVENGE"—FLAGSHIP OF THE SPECIAL FLYING SQUADRON.

THE "REVENGE" is a steel armoured battleship of the Naval Defence Act Programme, and was completed for sea in 1894. She was built by contract at the yard of Messrs. PALMER, at Jarrow, and engined by the same firm. Her displacement is 14,150 tons; I.H.P., 13,000. Length, 380 ft. Beam, 75 ft. Maximum draught, 27 ft. 6 ins. She carries, as her principal armament, four 67-ton guns in two armoured barbettes, and has a partial belt of armour of 18 ins. maximum thickness. Her speed is 17·5 knots. The "Revenge" was commissioned at Portsmouth in January, 1896, to fly the flag of Rear-Admiral A. T. DALE, commanding the Special Flying Squadron.

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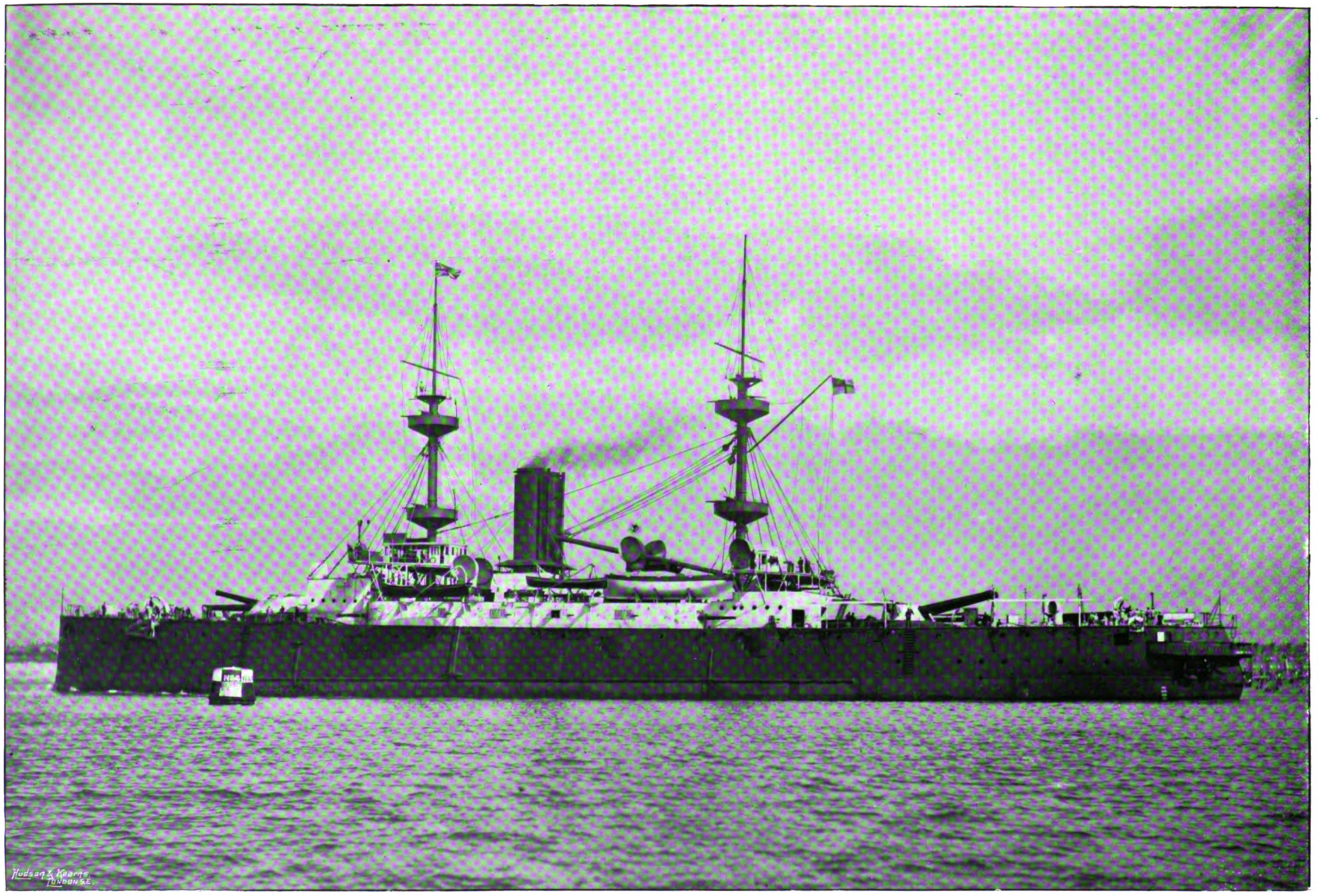

Photo. by SYMONDS & CO., Portsmouth.

H.M.S. "MAJESTIC"—FLAGSHIP OF THE CHANNEL SQUADRON.

THE "MAJESTIC" is a steel armoured battleship of the Spencer Programme, and was completed for sea in 1895. She was built at Portsmouth Dockyard, and engined by the NAVAL CONSTRUCTION & ARMAMENTS CO., of Barrow. Her displacement is 14,900 tons; I.H.P., 12,000. Length, 390 ft. Beam, 75 ft. Maximum draught, 27 ft. 6 ins. She carries as her principal armament, four 35-ton guns, in two armoured barbettes, and has a partial belt of armour of 9 ins. Harveyed steel. Her speed is 17·5 knots. The "Majestic" was commissioned in December, 1895, for the Channel Squadron, where she carries the flag of Vice-Admiral the Lord WALTER T. KERR.

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Photo. by SYMONDS & CO., *Portsmouth.*

H.M.S. "RAMILLIES"—FLAGSHIP OF THE MEDITERRANEAN SQUADRON.

THE "RAMILLIES" is a steel armoured battleship of the Naval Defence Act Programme, and was completed for sea in 1893. She was built by contract at the yard of Messrs. J. & G. THOMSON, at Clydebank, and engined by the same firm. Her displacement is 14,150 tons; I.H.P., 13,000. Length, 380 ft. Beam, 75 ft. Maximum draught, 27 ft. 6 ins. She carries, as her principal armament, four 67-ton guns in two armoured barbettes, and has a partial belt of armour of 18 ins. maximum thickness. Her speed is 17·5 knots. Since October, 1893, the "Ramillies" has been in commission in the Mediterranean, where she carries the flag of Admiral Sir MICHAEL CULME-SEYMOUR, Bart., K.C.B.

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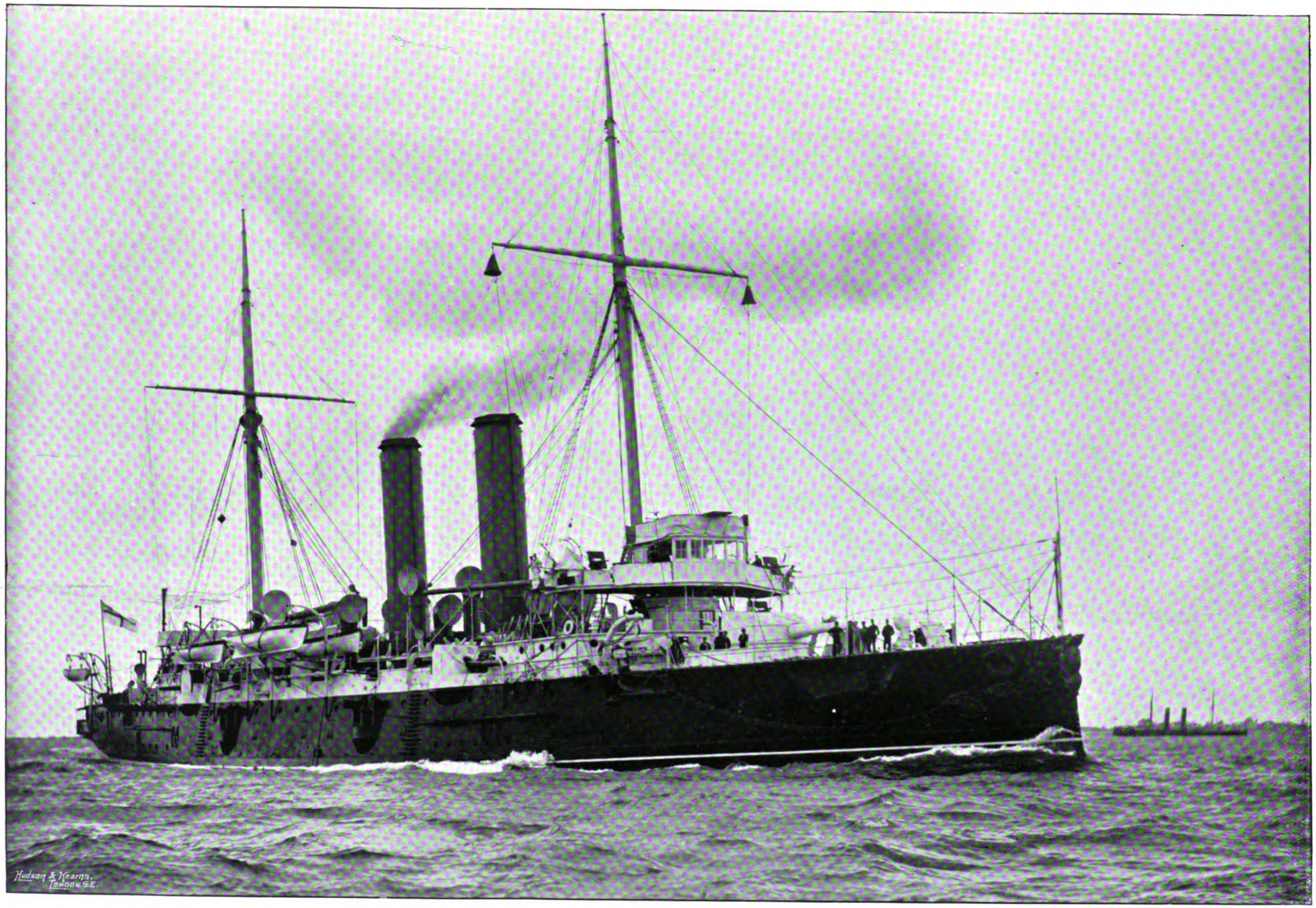

Photo. by SYMONDS & CO., Portsmouth.

H.M.S. "ST. GEORGE"—FLAGSHIP ON THE CAPE OF GOOD HOPE STATION.

THE "ST. GEORGE" is a steel copper-sheathed first-class cruiser of the Naval Defence Act Programme, and was launched in 1892. She was built by contract at the yard of Messrs. EARLE, at Hull, and engined by the same Firm. Her displacement is 7,700 tons; I.H.P., 12,000. Length, 360 ft. Beam, 60 ft. 8 ins. Maximum draught, 23 ft. 9 ins. She carries as her principal armament, two 22-ton guns, protected by steel shields. Her speed is 19·7 knots. The "St. George" was commissioned at Portsmouth in October, 1894, as the flagship of the Commander-in-Chief on the Cape of Good Hope and West Coast of Africa Stations. She now carries the flag of Rear-Admiral HARRY H. RAWSON, C.B.

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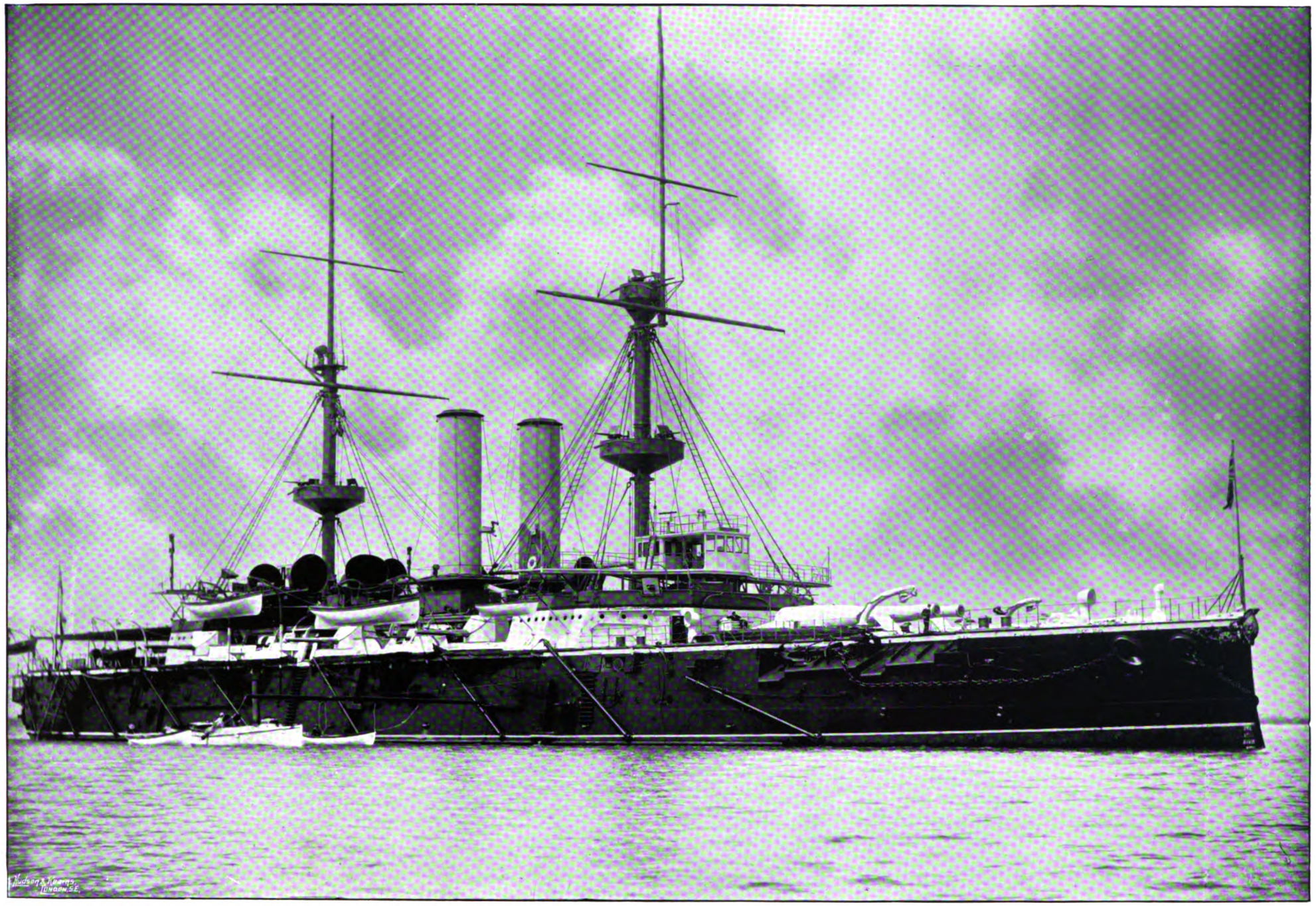

Photo. by SYMONDS & CO., Portsmouth.

H.M.S. "ROYAL SOVEREIGN," OF THE CHANNEL SQUADRON.

THE "ROYAL SOVEREIGN" is a steel armoured battleship of the Naval Defence Act Programme, and was completed for sea in 1892. She was built at Portsmouth Dockyard, and engined by Messrs. HUMPHRYS & TENNANT. Her displacement is 14,150 tons; I.H.P., 13,312. Length, 380 ft. Beam, 75 ft. Maximum draught, 27 ft. 6 ins. She carries, as her principal armament, four 67-ton guns in two armoured barbettes, and has a partial belt of armour of 18 ins. maximum thickness. Her speed is 18 knots. The "Royal Sovereign" was at one time flagship of the Channel Squadron. She was last commissioned in December, 1895, by Captain REGINALD F. H. HENDERSON, C.B.

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Photo. by SYMONDS & CO., Portsmouth.

H.M.S. "EMPRESS OF INDIA," OF THE CHANNEL SQUADRON.

THE "EMPRESS OF INDIA" is a steel armoured battleship of the Naval Defence Act Programme, and was completed for sea in 1893. She was built at Pembroke Dockyard, and engined by Messrs. HUMPHRYS & TENNANT. Her displacement is 14,150 tons; I.H.P., 13,000. Length, 380 ft. Beam, 75 ft. Maximum draught, 27 ft. 6 ins. She carries, as her principal armament, four 67-ton guns in two armoured barbettes, and has a partial belt of armour of 18 ins. maximum thickness. Her speed is 18 knots. The "Empress of India" at one time carried the flag of the second in command of the Channel Squadron. She was last commissioned in December, 1895, by Captain ANGUS MACLEOD.

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Photo by SYMONDS & CO., Portsmouth.

H.M.S. "ROYAL OAK," OF THE SPECIAL FLYING SQUADRON.

THE "ROYAL OAK" is a steel armoured battleship of the Naval Defence Act Programme, and was completed for sea in 1894. She was built by contract at the yard of Messrs. LAIRD, at Birkenhead, and engined by the same firm. Her displacement is 14,150 tons; I.H.P., 13,000. Length, 380 ft. Beam, 75 ft. Maximum draught, 27 ft. 6 ins. She carries as her principal armament, four 67-ton guns, in two armoured barbettes, and has a partial belt of armour of 18 ins. maximum thickness. Her speed is 18·2 knots. The "Royal Oak" was commissioned at Portsmouth in January, 1896, as one of the ships of the Special Flying Squadron. She is commanded by Captain BURGES WATSON.

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Photo. by SYMONDS & CO., Portsmouth.

H.M.S. "RESOLUTION," OF THE CHANNEL SQUADRON.

THE "RESOLUTION" is a steel armoured battleship of the Naval Defence Act Programme, and was completed for sea in 1893. She was built by contract at the yard of Messrs. PALMER, at Jarrow, and engined by the same firm. Her displacement is 14,150 tons; I H.P., 13,000. Length, 380 ft. Beam, 75 ft. Maximum draught, 27 ft. 6 ins. She carries, as her principal armament, four 67-ton guns in two armoured barbettes, and has a partial belt of armour of 18 ins. maximum thickness. Her speed is 17·9 knots. The "Resolution" was commissioned at Portsmouth in December, 1893, as one of the ships of the Channel Squadron. She is commanded by Captain ANDREW K. BICKFORD, C.M.G.

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Photo by SYMONDS & CO., Portsmouth.

H.M.S. "GIBRALTAR," OF THE SPECIAL FLYING SQUADRON.

THE "GIBRALTAR" is a steel copper-sheathed first-class cruiser of the Naval Defence Act Programme, and was launched in 1892. She was built by contract at the yard of Messrs. NAPIER, at Glasgow, and engined by the same firm. Her displacement is 7,700 tons; I.H.P., 12,000. Length, 360 ft. Beam, 60 ft. Maximum draught, 23 ft. 9 ins. She carries as her principal armament, two 22-ton guns, protected by steel shields. Her speed is 19·7 knots. The "Gibraltar" has already been in commission for particular service, but she last hoisted the pennant in January, 1896, as one of the Special Flying Squadron. She is commanded by Captain HARRY F. HUGHES-HALLETT.

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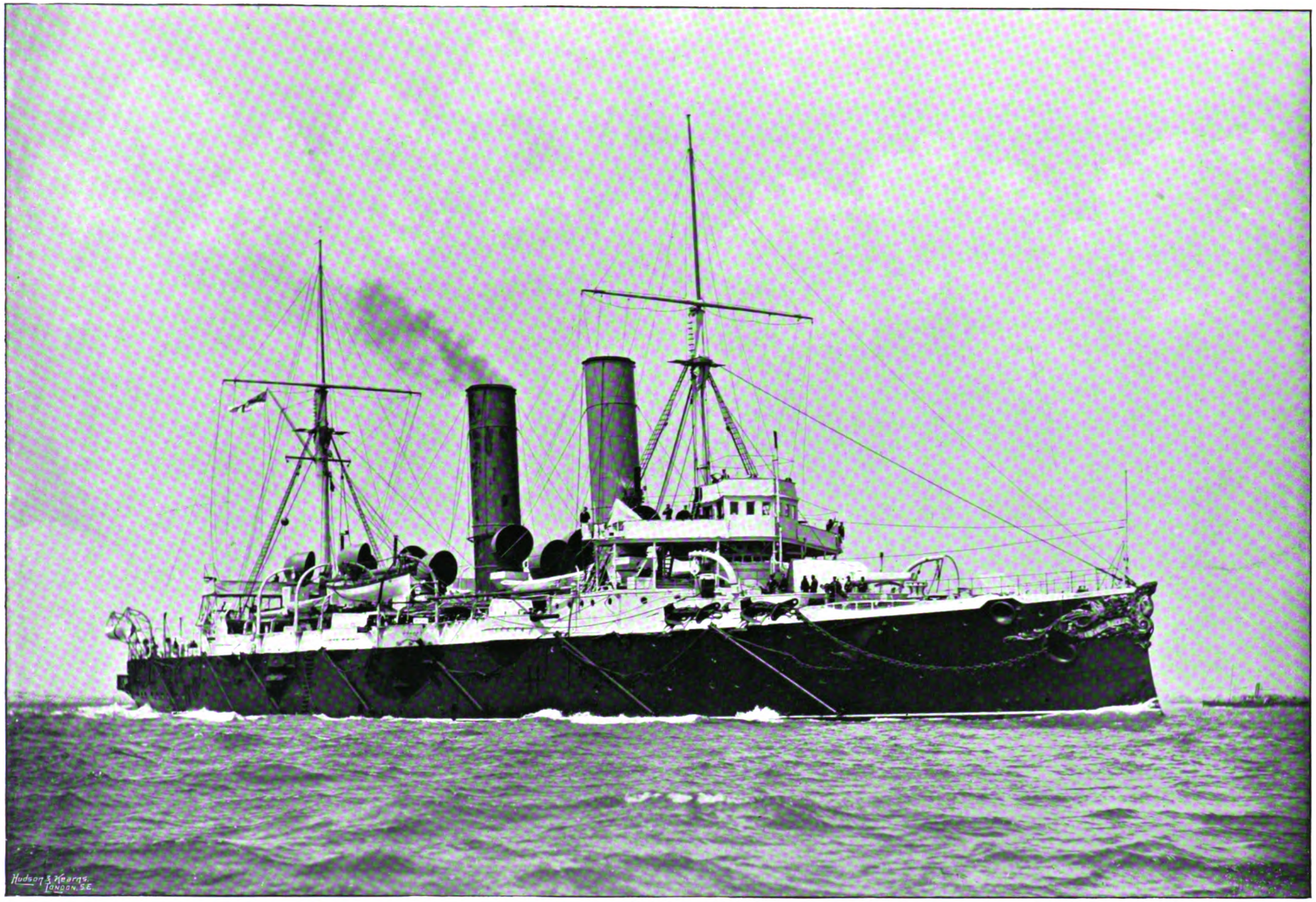

Photo. by SYMONDS & CO., Portsmouth.

H.M.S. "BLENHEIM," OF THE CHANNEL SQUADRON.

THE "BLENHEIM" is a steel first-class cruiser of the early Hamilton Programme, and was launched in 1890. She was built by contract at the yard of the THAMES IRONWORKS & SHIPBUILDING CO., at Blackwall, and engined by Messrs. HUMPHRYS & TENNANT. Her displacement is 9,000 tons; I.H.P., 20,000. Length, 375 ft. Beam, 65 ft. Maximum draught, 25 ft. 9 ins. She carries as her principal armament, two 22-ton guns, protected by steel shields. Her speed is 22 knots. The "Blenheim" has been in commission for some time in the Channel Squadron, and she is now commanded by Captain EDMUND S. POE.

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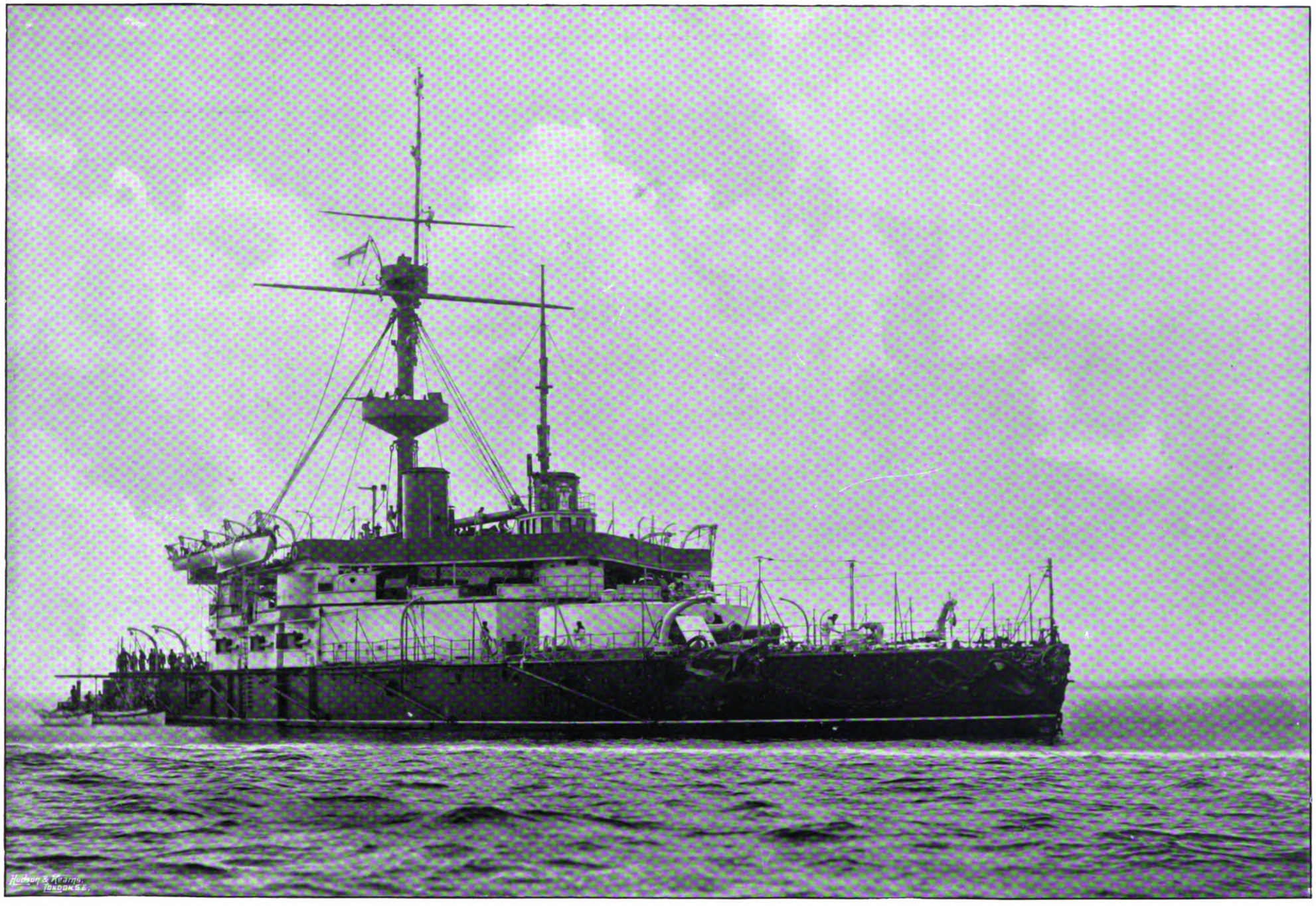

Photo. by SYMONDS & CO., Portsmouth.

H.M.S. "TRAFALGAR," OF THE MEDITERRANEAN SQUADRON.

THE "TRAFALGAR" is a steel armoured battleship of the early Hamilton Programme, and was completed for sea in 1890. She was built at Portsmouth Dockyard, and is engined by Messrs. HUMPHRYS & TENNANT. Her displacement is 11,940 tons; I.H.P., 12,000. Length, 345 ft. Beam, 73 ft. Maximum draught, 27 ft. 6 ins. She carries as her principal armament, four 67-ton guns, in two armoured turrets, and has a partial belt of armour of 20 ins. maximum thickness. Her speed is 16·7 knots. The "Trafalgar" has been in commission for some time as the flagship of the second in command in the Mediterranean, and she is now flying the flag of Rear-Admiral COMPTON E. DOMVILE.

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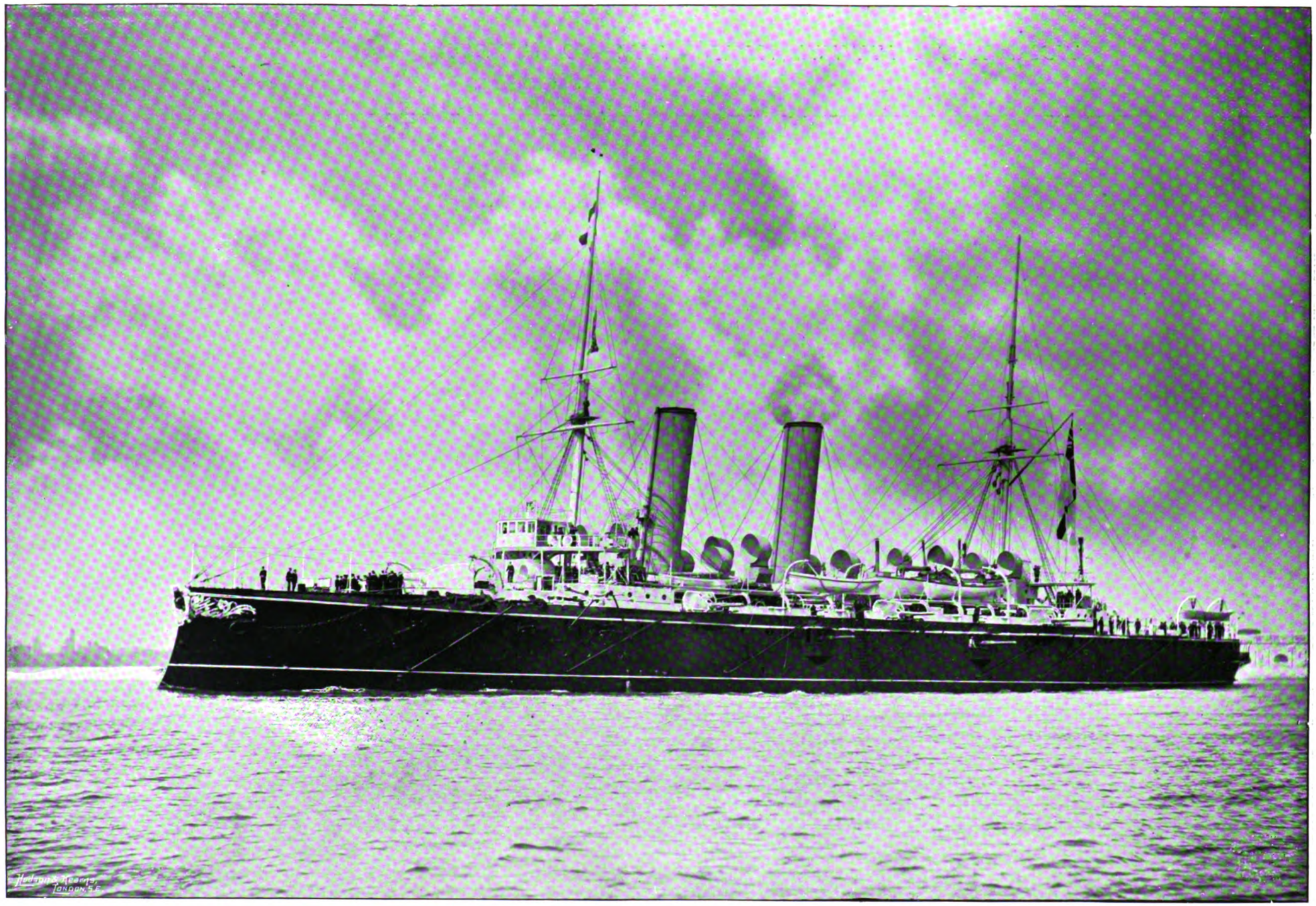

Photo. by SYMONDS & CO., Portsmouth.

H.M.S. "BLAKE," OF THE CHANNEL SQUADRON.

THE "BLAKE" is a steel first-class cruiser of the early Hamilton Programme, and was launched in 1889. She was built at Chatham Dockyard, and engined by Messrs. MAUDSLAY & Co. Her displacement is 9,000 tons; I.H.P., 20,000. Length, 375 ft. Beam, 65 ft. Maximum draught, 25 ft. 9 ins. She carries as her principal armament, two 22-ton guns, protected by steel shields. Her speed is 22 knots. The "Blake" was at one time in commission as the flagship of the North America and West Indies Squadron. She hoisted the pennant in December, 1895. for service in the Channel Squadron. She is commanded by Captain ARTHUR C. B. BROMLEY.

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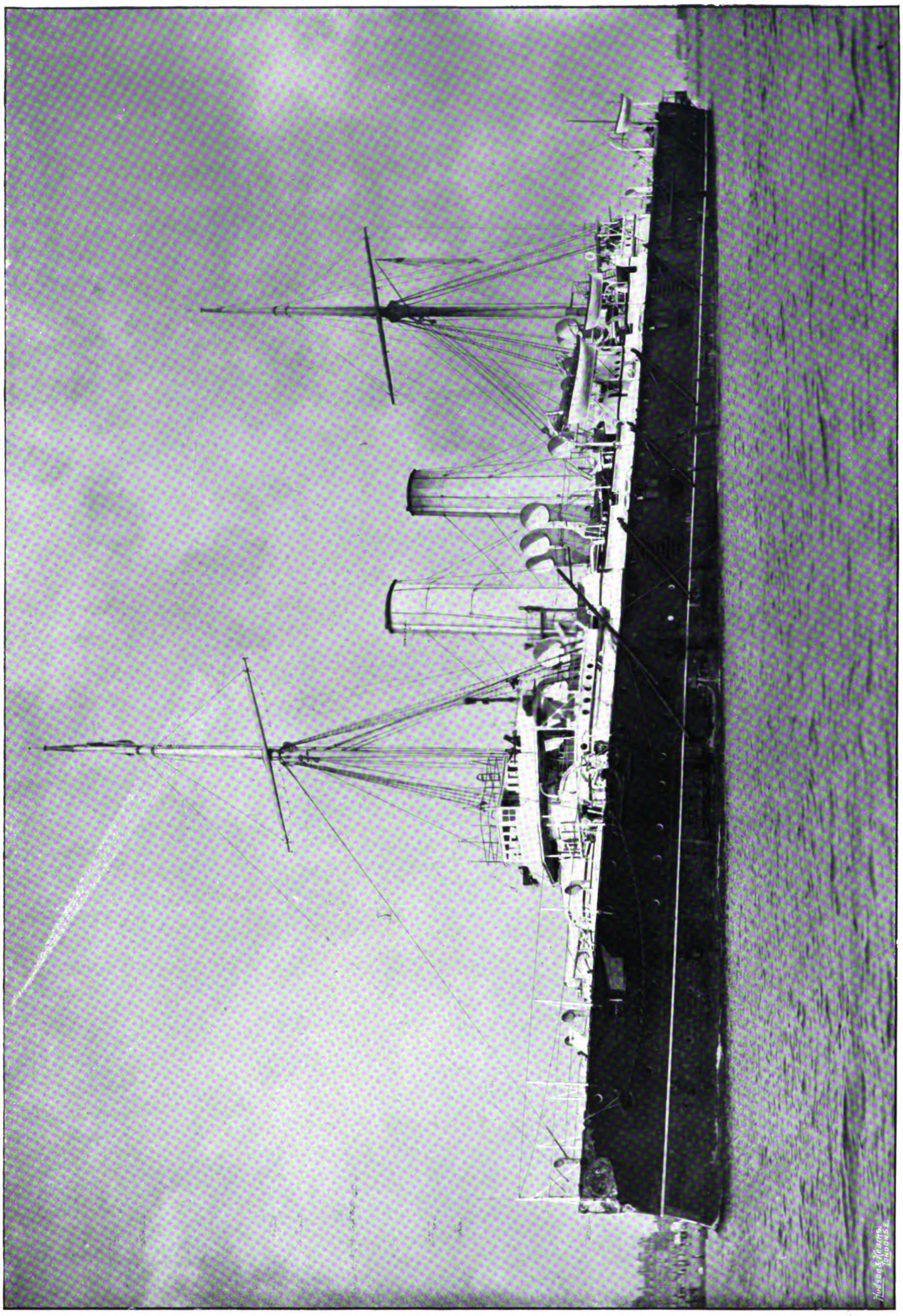

Photo. by SYMONDS & CO., *Portsmouth.*

H.M.S. "THESEUS," OF THE SPECIAL FLYING SQUADRON.

THE "THESEUS" is a steel first-class cruiser of the Naval Defence Act Programme, and was launched in 1892. She was built by contract at the yard of the THAMES IRONWORKS & SHIPBUILDING CO., at Blackwall, and engined by Messrs. MAUDSLAY & Co. Her displacement is 7,350 tons; I.H.P., 12,000. Length, 360 ft. Beam, 60 ft. Maximum draught, 23 ft. 9 ins. She carries as her principal armament, two 22-ton guns, protected by steel shields. Her speed is 20 knots. The "Theseus" has been commissioned for particular service, and she has now hoisted the pennant at Chatham, in the Special Flying Squadron. She is commanded by Captain CHARLES CAMPBELL, C.B.

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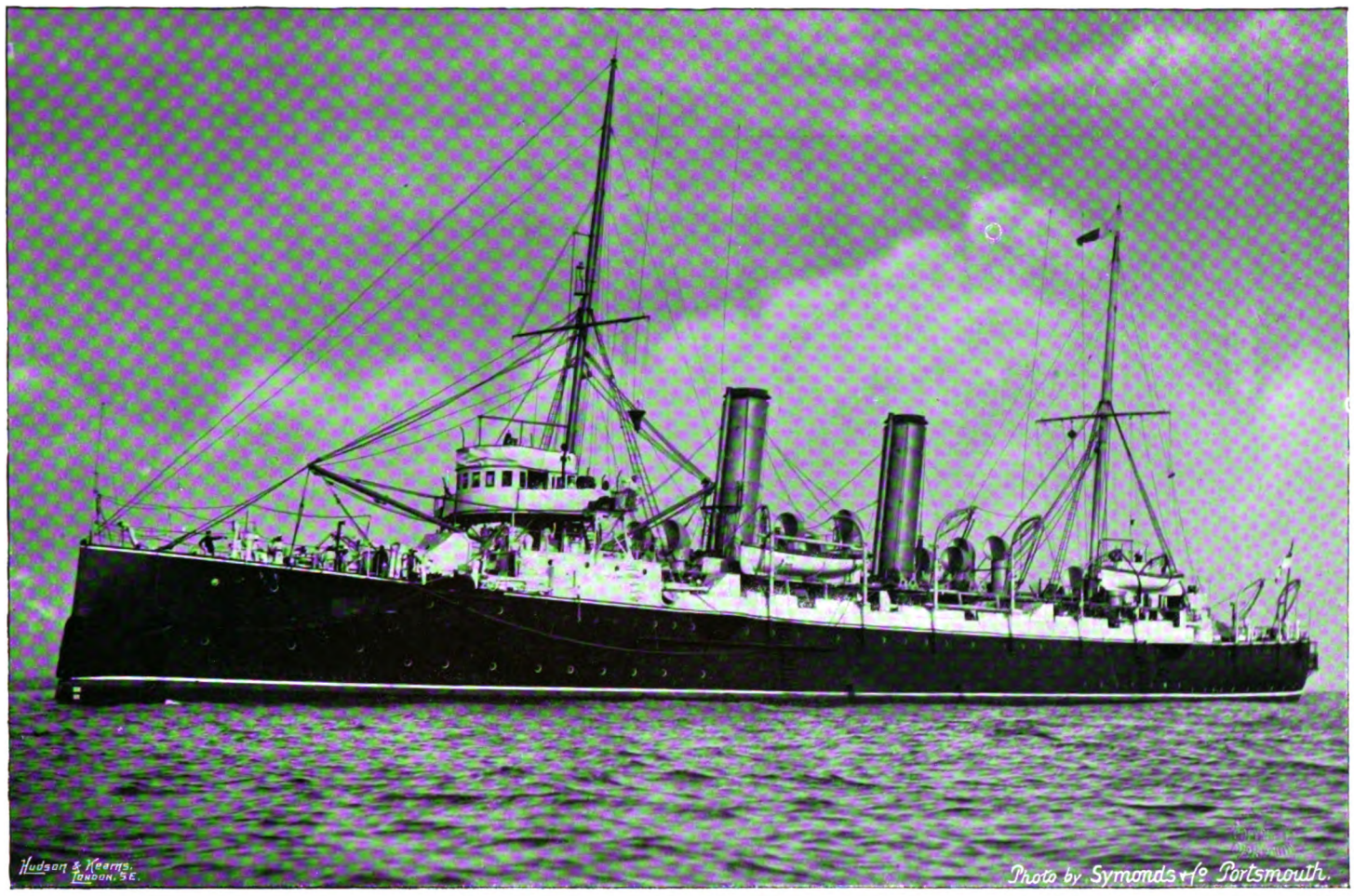
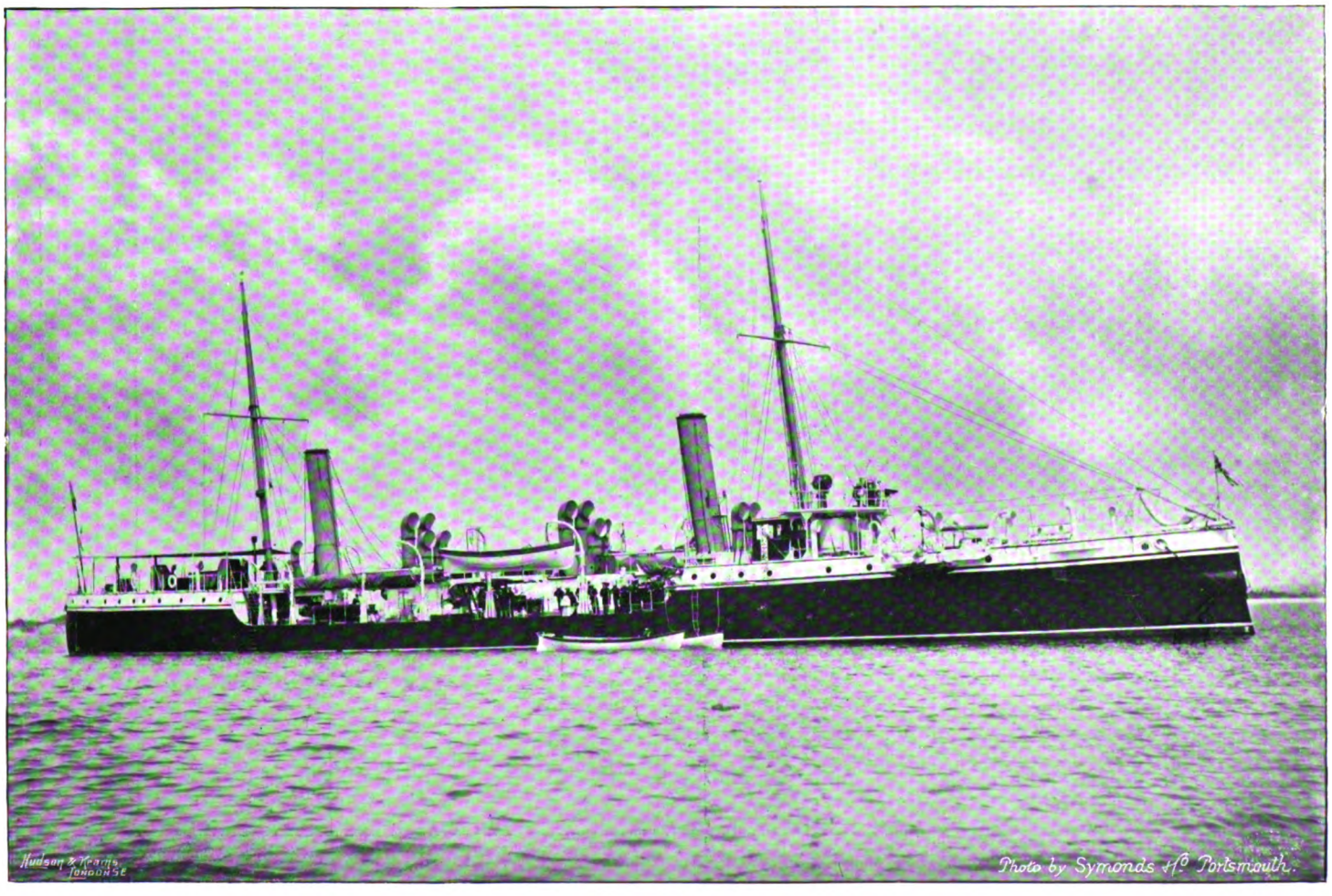


H.M.S. "CHARYBDIS," OF THE SPECIAL FLYING SQUADRON.

THE "CHARYBDIS" is a steel, copper-sheathed second-class cruiser of the Naval Defence Act Programme, and was launched in 1893. She was built at Sheerness Dockyard, and engined by Messrs. EARLE. Her displacement is 4,360 tons; I.H.P., 9,000. Length 320 feet. Beam 49 ft. 6 ins. Maximum draught, 19 ft. She carries, as her principal armament, two 6 in. quick-firers, protected by steel shields. Her speed is 19·5 knots. The "Charybdis" has now hoisted the pennant in the Special Flying Squadron. She is commanded by Captain JOHN M. MCQUHAE.



H.M.S. "HALCYON," OF THE CHANNEL SQUADRON.

THE "HALCYON" is a steel first-class torpedo-gunboat, of the Naval Defence Act Programme, and was launched in 1895. She was built at Devonport Dockyard, and engined by Messrs. HAWTHORNE, LESLIE & Co. Her displacement is 1,070 tons; I.H.P., 3,500. Length, 250 ft. Beam, 30 ft. 6 ins. Maximum draught, 9 ft. Her speed is 19 knots. The "Halcyon" was commissioned at Devonport in May, 1895, as a tender to the Channel Squadron. She carries the pennant of Commander WILLIAM G. WHITE.

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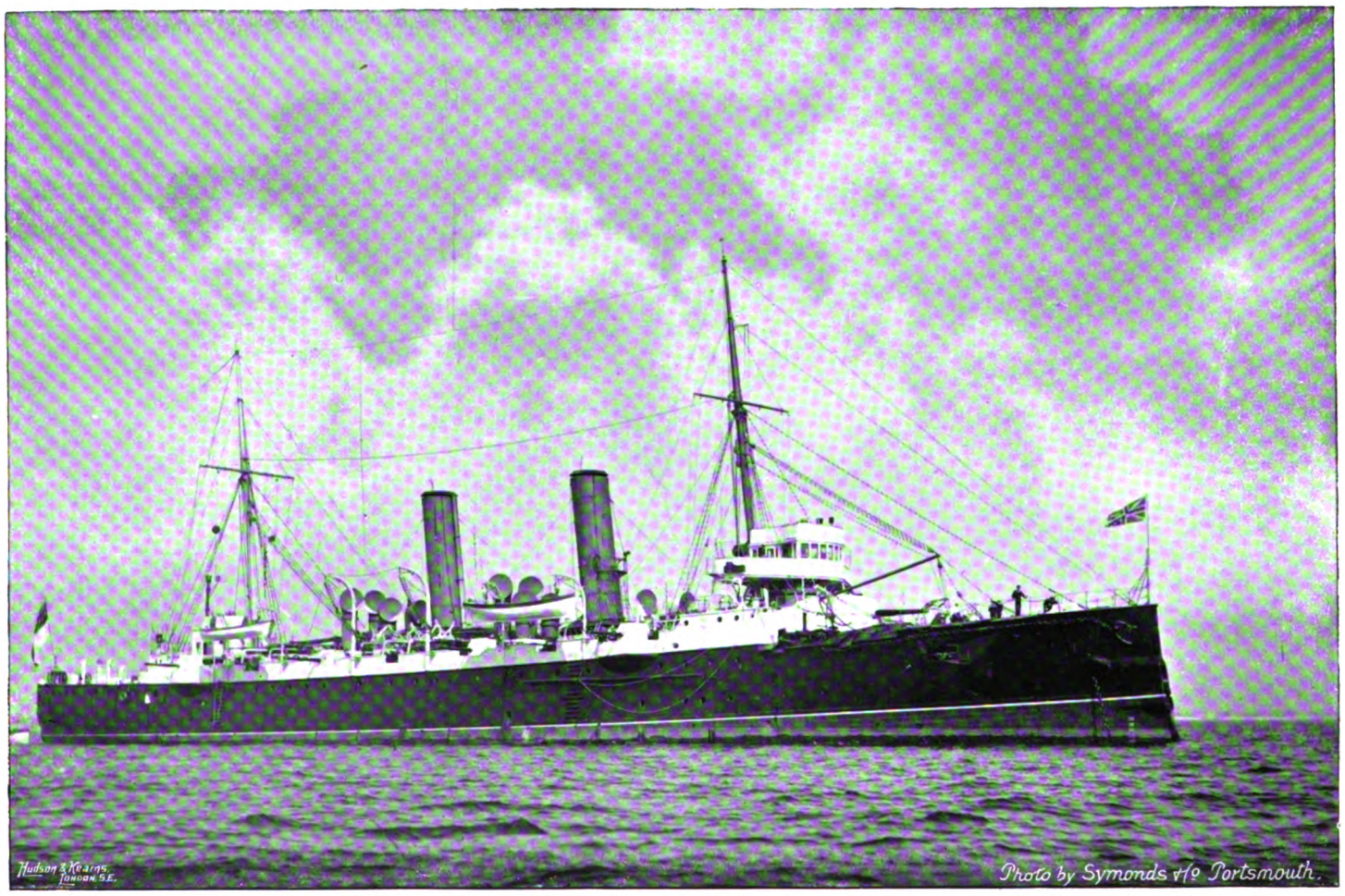
H.M.S. "DARING," OF THE PORTSMOUTH INSTRUCTIONAL FLOTILLA.

THE "DARING" is one of a number of vessels designed to counteract the effect of torpedo boat attack, and the class has received the name of torpedo boat destroyers. She was launched in 1893, having been built by contract at the yard of Messrs. THORNYCROFT, at Chiswick, and engined by the same firm. Her displacement is 220 tons; I.H.P., 4,842. Length, 185 ft. Beam, 19 ft. Maximum draught, 6 ft. 3 ins. She has a speed of 28·6 knots. The "Daring" now forms one of the Portsmouth Flotilla for the instruction of officers and men. She is commanded by Lieut. HENRY THOMPSON.



H.M.S. "HERMIONE," OF THE SPECIAL FLYING SQUADRON.

THE "HERMIONE" is a steel, copper-sheathed second-class cruiser of the Naval Defence Act Programme, and was launched in 1893. She was built at Devonport Dockyard, and engined by Messrs. J. & G. THOMSON. Her displacement is 4,360 tons; I.H.P., 9,000. Length, 320 ft. Beam, 49 ft. 6 ins. Maximum draught, 19 ft. Her speed is 19·5 knots. The "Hermione" has now hoisted the pennant in the Special Flying Squadron. She is commanded by Captain CHARLES R. ARBUTHNOT.

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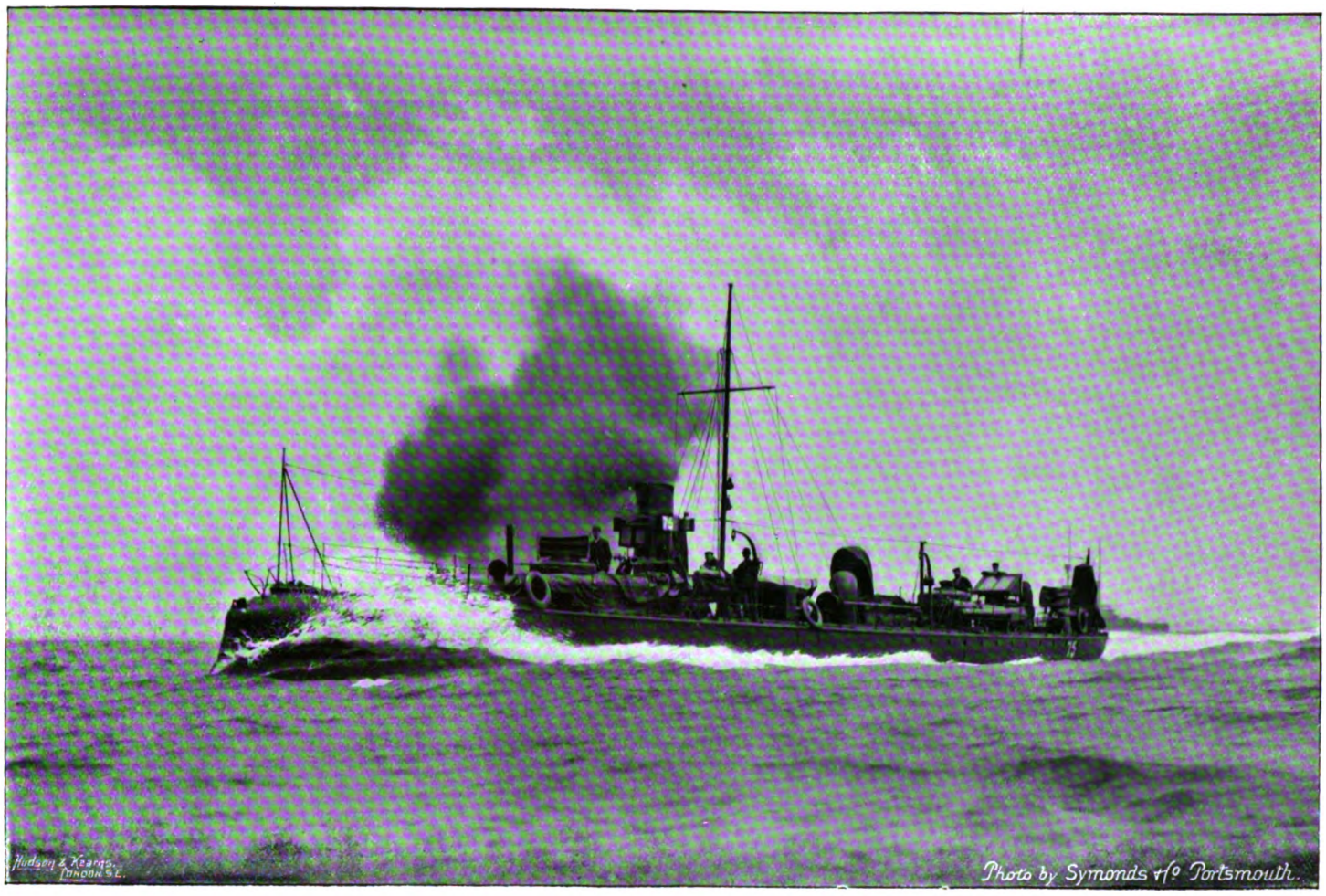

H.M. TORPEDO BOAT, No. 75.

THIS is a first-class torpedo boat, one of sixteen similar boats launched in 1886. She was built by contract at the yard of Messrs. YARROW, at Poplar. Her displacement is 75 tons; I.H.P., 700. Length, 125ft. Beam, 13 ft. Maximum draught, 5 ft. 5 ins. She carries two 3-pounders, as well as five torpedo tubes. Her maximum speed is about 19 knots. No. 75 has taken part in the Naval manœuvres on more than one occasion.

H.M.S. "BELLONA," OF THE CHANNEL SQUADRON.

THE "BELLONA" is a steel third-class cruiser, of the Naval Defence Act Programme, and was launched in 1890. She was built by contract at the yard of Messrs. HAWTHORNE, LESLIE & Co., at Newcastle, and engined by the same firm. Her displacement is 1,830 tons; I.H.P., 4,700. Length 280 ft. Beam, 35 ft. Maximum draught, 13ft. 3 ins. Her speed is 17 knots. The "Bellona" was commissioned at Devonport in August, 1894, for service with the Channel Squadron. She now carries the pennant of Commander PAUL W. BUSH.

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THE
NAVY & ARMY
ILLUSTRATED.

VOL. I.—No. 4.] *FRIDAY, JANUARY 31st, 1896.*

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Rear-Admiral A. H. ALINGTON and his FLAG-LIEUTENANT.

HERE we give portraits (specially taken on board the "Magnificent,") of the second in command of the Channel Squadron, and of the officer who holds a position under him, somewhat analogous to the post of *aide-de-camp* in the land service. Rear-Admiral ARTHUR HILDEBRAND ALINGTON entered the Navy in 1852, and has seen service all the world over, beginning with the Russian War of 1854-55. He hoisted his flag on board the "Empress of India" last April, as second in command in the Channel, and on the 12th of December turned over into the "Magnificent," on that splendid vessel being commissioned. Flag-Lieutenant WILLIAM GEORGE ELMHIRST RUCK-KEENE entered the Navy in 1880, and as a naval cadet saw service in the Egyptian War. Both our officers have been awarded medals for saving life.

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A LION'S CUBS AND THEIR TRAINER.

THE *raison d'etre* of the Naval Instructor in a war ship, is the necessity for continuing the education of the Naval Cadets and Midshipmen on board. The youngsters are placed specially under him for supervision while at their studies for their various examinations. Mr. EDWARD BRAITHWAITE, B.A., of the "Magnificent," whom we show with a group of "young gentlemen" around him, is the Naval Instructor in this ship, which he joined when her crew turned over from the "Empress of India."

The First Pay-day on Board the "MAGNIFICENT."

OUR illustration records the First Pay-day on board the "Magnificent," after she was commissioned in December, at Chatham. The leading figure of the group of officers is Fleet-Paymaster W. B. AUTRIDGE, and with him Lieutenant C. H. DUNDAS, the First Lieutenant of the "Magnificent." Mr. JAMES MURRAY, Assistant Paymaster, ARTHUR R. MARTIN, Chief Writer, and (with the book, calling over the men's names) Master-at-Arms, JAMES FOSTER, the Chief of the Police on board.

THE COMMANDER OF THE "MAGNIFICENT."

COMMANDER FREDERICK EDWARD ERRINGTON BROCK, is the Executive Officer of the "Magnificent." As Commander he is responsible to the Captain for the proper working and carrying on of the routine duties and the general interior economy of the ship, with general supervision of discipline among all ranks junior to him on board. Commander BROCK previously served in a similar capacity on board the "Endymion" and "Narcissus" in the Channel Squadron.

THE CAPTAIN OF THE "MAGNIFICENT."

CAPTAIN CHARLES JAMES BARLOW, D.S.O., commissioned the "Magnificent" on her completion for sea on the 12th of last December. He has a distinguished record, for his services as Lieutenant of the "Inflexible" at Alexandria, and in the later shore operations of July, 1882; and for his services with a Naval Brigade at Burmah, while holding the post of Commander of the "Bacchante," then British flagship in the East Indies. In the Channel Squadron as Captain he has commanded both the "Endymion" and the "Empress of India."

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THE MEN OF THE "MAGNIFICENT."

THESE are some of the men who are now serving on board the new first-class battleship "Magnificent" of the Channel Squadron. The "Magnificent" has on board a ship's company of some seven hundred and fifty odd, counting all ranks and ratings. These comprise seamen, stokers, marines, marine artillerymen, and officers of all grades, petty, warrant and commissioned, from midshipmen (some of whom are shown on the right hand of the photograph) to the Rear-Admiral, second in command of the Squadron, whose flagship the "Magnificent" is. As a fighting craft the ship is only to be matched among ships afloat with her superb sister battleship, the "Majestic," the senior flagship of the Channel Fleet, and those who now man the "Magnificent" may be trusted to prove themselves in all emergencies worthy of their ship.

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THE "MAGNIFICENT" LEAVING CHATHAM.

THE "Magnificent" left Chatham for Devonport, her future port, five days after she hoisted the pennant, under conditions of special *éclat*. Most of the official heads of the Dockyard, from the Admiral Superintendent downwards, were present as she passed through the gates of the outer basin into the fairway of the Medway, to give her a parting cheer and wish the grand battleship "God Speed." Those on board the "Magnificent" of course returned the compliment with the usual ceremony on these occasions; the Marines presenting arms to give a parting salute, and the band playing. Our photograph shows part of the scene on the quarter deck of the battleship.

From Right Aft, Looking at AFTER BARBETTE of the "MAGNIFICENT."

THIS picture forms the complement of that just given, which was taken from the barbette of the "Magnificent," for we are here looking from a position right aft, directly at the muzzles of the guns in the after barbette of the ship. One can see now at a glance how the armoured steel "hood" closes over and protects the two heavy guns and the more or less intricate mechanism of their breech-loading apparatus, at the same time that it adequately shelters the men who are handling the guns. This method of protection, designed particularly against the quick-firing guns of an enemy, has until now been applied only in the "Barfleur" and "Centurion" among our ships on the active list.

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H.M.S. "MAGNIFICENT" IN DOCK AT CHATHAM.

OUR illustration of the "Magnificent" leaving the dock at Chatham in which she was finally completed for commission, will give some notion of the huge bulk of the giant 15,000 ton battleship, particularly if one compares it with the figure of the man shown at work against the side of the ship. The photograph was taken just before the dock was filled and the gates opened for the "Magnificent" to pass out into the basin and thence into the Medway for her passage round to Devonport, her future port as senior ship of the second or Western Division of the Channel Squadron.

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In the ADMIRAL'S CABIN ON BOARD the "MAGNIFICENT."

REAR-ADMIRAL ALINGTON'S cabin on board his flagship, is, no doubt, quite as comfortable an apartment as can be found afloat on board a modern battleship. In our Service, however, the fighting efficiency and the completeness of the equipment of a ship are primary conditions; the comfort of individuals, however exalted their rank, are rightly considered as secondary matters. As to the appearance of a Cabin, this largely depends upon the officer himself, for the authorities eschew decoration. The dog on the hearth rug is the Admiral's special pet, "Bow."

IN THE WARD ROOM OF THE "MAGNIFICENT."

THE scene of our illustration is the Ward Room of the "Magnificent," where the commissioned officers of Rear-Admiral ALINGTON'S flagship mess and live together when off duty. In the centre of the table, which is shown laid for dinner, is one of the few pieces of plate that the officers of the "Magnificent" have brought over with them from their previous ship, the "Empress of India." It is the cup that Rear-Admiral DALE, Admiral ALINGTON'S predecessor as second in command of the Channel Squadron, presented, on striking his flag last spring, to the officers of his flagship, the "Empress of India." A comfortable, not to say cosy, place is the Ward room, and suitably, but not luxuriously furnished.

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THE MASCOT OF THE "MAGNIFICENT."

THE bear shown in our illustration, being fed with a can of condensed milk on board the "Magnificent," is the pet of the ship. The animal has an interesting story. It was first obtained as a baby bear, three months' old, by Admiral Heneage, when in the "Swiftsure" on the Pacific station, from Juno Island, Alaska. On the "Swiftsure" paying off it was presented to the ship's company of the "Anson," who took it with them when they were transferred to the "Empress of India." The ship's company of the "Empress of India" were turned over last December to the "Magnificent," and the bear accompanied them to its present quarters. As might be expected, it is very tame and playful.

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THE SEARCH LIGHT ON THE BRIDGE OF THE "MAGNIFICENT."

EVERYBODY, since the Naval Exhibition of five years ago, knows something about the Search Light—what it is for, and how it is used. The "Magnificent" is very efficiently equipped with no fewer than six Search-light projectors, distributed at all points of the ship. They are very powerful, and are worked by three dynamos, each of 600 ampères. One of these Search-light projectors, with the men to work it, forms the subject of our illustration. The hostile torpedo boat that on a dark night was brought into view by its rays would stand a poor chance against the hail of projectiles which would be poured upon her.

On the AFTER BARBETTE of the "MAGNIFICENT," Looking Aft.

FROM our point of vantage we may get something of an idea of the wide sweep and command of fire of the "Magnificent's" big fifty-ton guns. We can, furthermore, see at close quarters something of the novel feature of the mounting designed for the protection of the breech of the guns and of the men forming the gun detachment. This, in the "Magnificent" and the ships of her class, takes the form of "hoods" of thick steel, revolving with the guns on a turntable within each barbette. On deck aft, men of the ship's company are being told off for work.

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MAN-OF-WAR'S LOGS,

BY

VICE-ADMIRAL PHILIP H. COLOMB.

I WONDER if there is any other record in the world comparable to a Man-of-War's Log. I sometimes think that the nearest thing to it is the record kept by the signalman at a Railway Station, but I have never had the curiosity to examine that book. All I know about it is from looking through the panes of the signalman's glass house, and watching him continually observing the ting, ting, ting of his electric bell, moving a lever or two, and then going to a great open book and setting something down in it. I presume the book to be full of columns, with the due time of arrival and departure of each up train and each down train printed, leaving space for the entries of the actual times. You may sometimes find a man, with a note book, lurking in the thievish corners of the streets, making stealthy entries with regard to the times when the omnibuses pass him, looking like a half-frightened spy, but doing, no doubt, a perfect open and legitimate business—keeping an omnibus log.

These records may compare, perhaps, with ships' logs in the point of manner, inasmuch as they are truly contemporary records, stating exactly what occurs in regard to the particular matter with which the notes deal; but it is impossible that they should compare with a ship's log in the matter recorded. For the ship's log stops at nothing. It is a record of practically all that is seen or heard by an officer—the officer of the watch—specially stationed to see and hear, and the occurrences are never more than four hours old when he makes his written comments upon them.

There are, say, 300 of Her Majesty's ships in commission all over the world, and while I write, there are 300 pencils going; "writing up" the logs of all these ships, and stating, at least from hour to hour, all that is going on in the ship herself, and all that is going on in the heavens, or on the earth, within sight and hearing of the officer noting. What a picture it makes as one thinks of it! What a history of the world, set down impartially from hour to hour all over it we should have before us, if we took all these logs and compared their data for any given hour!

The log of each ship would tell us where she was at the moment, if she was in harbour, or her exact place on the ocean at the previous hour, if she was at sea. Whether she were at sea or in harbour, we should be told a great deal about the officers and men. We should learn, perhaps, what time they got up in the morning, most likely whether there was what soldiers call a "parade," but what sailors call "mustering by divisions," or "at quarters," or peradventure "by open list"—all three different methods of ascertaining that every man who ought to be present and fit, is present and fit. After the record of parade, we should learn, perhaps, whether prayers were publicly joined in; and if they were not, we should probably learn what prevented the parade and the prayers, which are matters of daily routine in Her Majesty's ships. Then we should be told what exercises the men were put through, and what they had been doing generally from daylight till dark. The number of sick would be recorded, if anyone died, the exact hour of his departure would be set down.

If the ship were at sea, we should be told the number of miles she had run every hour of the twenty-four; and also what number of revolutions the engines were making every minute, as well as the exact direction in which she was steering. Whether she were at sea or in harbour, we should be told, also from hour to hour, the direction of the wind; the strength at which it was blowing; the look of the clouds overhead; and the state of the atmosphere as to clearness or mistiness; as to rain or sleet, or hail or snow; and if there was thunder and lightning.

Whether the ship was at sea or in harbour, there would be an hour to hour record of all that was going on outside her that was considered worthy of note at the time. As, if in harbour, all arrivals and sailings of ships—especially of Men-of-War belonging to our own or to other countries. If at sea, ships that were seen, and the number of them in sight at different periods during the day. If the names of the ships passed were made known, either by signal or by observation of it emblazoned on her bow or stern, down it would go there and then in the ship's log, for all time to appeal to should the fact turn out to have anything hanging on it. If sharks and whales and other odd fishes should appear in any remarkable quantity, the ship's log will certainly tell us about it. Our friend, the great sea-serpent, has more than once found his way into ships' logs; and I suspect that if careful search were made, we might find that a mermaid or two were not without their authentic records. I know of one in a Nautical Journal—not a ship's log—which is now hardly a century old. There is tradition of an entry in a ship's log, which may be true as to record, if not true as to occurrence, which will help us to understand what a ship's log is capable of when it gives its mind to it. A certain war ship in the vicinity of Stromboli, was suffering many things through the stomachs of her crew, as a consequence of the badness of her provisions, especially of her bread, which was understood to be provided by a well-known gentleman, reputed to be rascally in his contracts. It is said to have been recorded in the log that the ship's company saw the devil forcing the rascally contractor down the crater of the burning mountain, and were thereafter enabled to eat their meat with gladness and singleness of heart.

But old-world records belong to old-world logs. We shall find in any modern Man-of-War's log just as great a jumble of heterogeneous and unconnected facts, as we shall in the oldest of them; but the observations of mermaids and of the punishment of rascally contractors will not be among them.

A whole group of entries, which formed the staple of the Man-of-War's log in the past, have disappeared from those of the present. In the days of sails, every alteration which was made in the quantity of sail that was carried; every movement of the yards, tacks, or sheets, included under the general descriptive titles of "making," "shortening," "trimming," "sail or sails"—great care being exercised to keep the record of the first two operations in the singular, and the last in the plural—used to be entered. It must still be done in such of Her Majesty's ships as carry sail, whenever it is set.

But for many years the claims between steam and sail for the supply of propulsive power of the warships have existed and progressed in favour of the former, and the record of its variations and action has gone from the deck above to the engine-room below. The "Engine-Room Register," which is the "log" of the propulsive power, though from the first it scorned to use the old-world title, and sticks to its own language now, is a portentous document in a Man-of-War. Being restricted in his outlook, the officer of the watch in the engine-room is correspondingly minute in his recorded

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observations. He has automatic machines, which disclose to him from moment to moment, the condition and health of the patient under his care, and like a doctor he records from hour to hour the strength and rapidity of its pulse, its breathings, the temperature of its different parts, its diet and the liquids it consumes, its various phases when it shows signs of illness, and a correct account of the remedies applied.

But I must get out of the engine-room and go on deck again, else I might be carried away by interests of a new kind, evoked by the modern record.

In the old logs, of which there are many tons in the Public Record Office, and in Her Majesty's Victualling Yard at Deptford, there was little form, and the books were not uniform in size. Such form as there was, was ruled by the compiler of the log. Now the book is of uniform size, about half as large again as a sheet of foolscap, and containing pages enough for a quarter's record. The pages are printed in form, and contain columns and spaces for a very elaborate set of routine records, including all that has been set down above, as well as the definite meteorological conditions shown by the barometer and thermometer. The space for "remarks" is very large, and is generally fairly filled with the record of occurrences, and the hour and minute when they came about. The record is verified by the initials of each officer of the watch in a separate column.

The great boundary line between the old log and the new, is the surrender by the Navy of its old peculiar methods of recording time, and the substitution of the method used on land. The nautical day, until some time within this century, began and ended at noon, while the civil day began and ended at the previous midnight; so that while on land the period from noon to midnight was the 30th December, p.m., it was the 31st December, p.m., at sea, and in all the ships' logs. I have not been able to ascertain the date at which this distinction between nautical time and civil time was given up, but then I have not tried very hard. These differences of date notation have to be carefully kept in mind, whenever land dates and sea dates are brought into juxtaposition. Logs indeed are sometimes eccentric as to dates. I served in a ship whose log recorded two Thursdays of identical date in the same week; and other ships can be found with a day short in the week's log. Such ships are on their way round the world, and it is necessary to settle a new date on crossing the 180th meridian. If this is not done disputes may arise. I once visited the Bonin Islands, and found the small group of inhabitants—English or American—in fierce feud over the day of the month and week. Some had landed coming from the West, and some coming from the East. We settled the dispute in favour of those who had come from the West, as the others had crossed the 180th meridian and should have dropped a day then.

The fixed routine entries in the old logs are few in number, generally confined to the day of the week and month; the direction of the wind; the course and the distance "made good" at the end of the twenty-four hours—that is the actual progress made by the ship up to noon. The latitude and longitude at the same hour, and the "bearing," that is, the direction by compass of some rock, island, point of land or port, as well as its distance in leagues. The strength of the wind and the weather appeared in the old logs in a particularly vague and sketchy manner, and may or may not appear at all, as columns were not set apart for such entries as they now are and have been for sixty or seventy years, We get (I am quoting successive entries from the "Queen Charlotte's" log in May, 1794), "fresh breezes and hazy," "moderate breezes," "light airs," "moderate and clear," "moderate and cloudy," and so on. What the terms "moderate," "fresh," and "strong" came to we can generally understand from noting what sail the ship was carrying. Sir Francis Beaufort, when he was hydrographer to the Admiralty, took advantage of this to introduce a scale of strengths from 0, for calm, through wind just sufficient to give steerage way 1, to 6, when "royals" could not be carried, and on through continued reductions of sail until we came to 12 "hurricane," to which a ship could show—"no canvas." This scale has necessarily gone to the dogs, or more properly to the winds, since we abolished sails and took to 20-knot cruisers. "The Beaufort Scale" also dealt concisely with the weather; representing its different phases by letters; as "b" for blue sky; "c" for cloudy; so that "b c" became indicative of an ordinary fine day. There was "f" for fog; "r" for rain; "u" for "ugly threatening appearance in the weather;" "q" for squally; "s" for snow; "t" for thunder; "l" for lightning, and so on. There is quite a modern story told of a cheeky Midshipman, who scored off the Lieutenant of his watch, by a judicious use of this scale. The Lieutenaut, who "did not handsome" in his aspect, as the Chinese have it, had been combining with the weather to fall foul of his Midshipman. He having taken his jobation, took also his revenge by coming up to his officer with an innocent face, pencil in hand, to "write up the log." "Shall I," said he, "put down the weather, 'are you ugly threatening?'"

All entries in ship's logs have increased in number, accuracy, and minuteness as time has gone on, so that a modern and an old log are two very different documents. And yet in style and character tradition governs the "remarks" in the log of to-day, so that the changes is more in matter than in manner. Absurd, or even pathetic incongruity, is a marked feature in the matter recorded; telegraphic compression has ever characterised the style.

A sort of compendium, of both the style and the manner of an old log, might be thus prepared.

"P.M.—Fresh breezes and squally. 10½ opened Pork 2596/N. In second reef of topsails, handed mainsail. Punished Thos. Tompkins, A.B., with 24 lashes for drunkenness. Departed this life, Edward Wilson, landsman. 2 strange sails in sight. Chased, brought to, and captured French privateer 'Amélie,' 4, observed strange fleet in S.W. quarter. 6, made private signal which was answered. 6½, joined flag of Admiral Lord Howe. A.M. Moderate and hazy. Fleet in Co."

Here is a transcript of the "remarks" in a man-of-war's log not eight years old, by way of comparison. "Set head sails and spanker. Pointed yards to wind. P. Log 36½. Sighted Victory Island ahead. Quarters, prayers. Altd. course to S.W. Read stations for out boats and prepare to ram. Exercised stations for make plain sail. Employed as requisite. Shifted jib. Turned in 1st cutter. In main topsail."

In times gone by drunkenness at sea, and a "many lashes to follow," was the commonest of crimes and of entries in the ship's log. The punishment has disappeared by course of law, but as the drunkenness has gone too, it may be open to question as to which is cause and which is effect. The entries in the ship's log of to-day are not of so exciting a character as those in a ship's log of the past were; but war would bring about all the past over again, and would show us by the record of the modern log that the more things change the more they remain the same as they were before. The violent contrasts and incongruities which strike the log-student now, never struck the log-writer then. However awful the struggles of a future Naval war are to be, the log-writer of the future will record them side by side with the commonplace and the trivial, just as his forefathers did, because the ship's log is, after all, but a cold mechanical record of surrounding life.

P. H. COLOMB.

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THE LAND FORCES OF THE CROWN,

BY

LIEUT.-COLONEL JOHN GRAHAM.

AN ancient principle of the British constitution, as inviolable as the laws of the Medes and Persians, provides that every man is bound to defend his country, but that no man is obliged to fight out of his country. This double provision gives us the ballot for the Militia, whereby able-bodied men may be drawn for military service, and at the same time it prevents their being sent abroad, except with their own consent—a consent which is practically universal in time of need. When, therefore, it is asserted that "this country will never stand conscription, sir," the dictum cannot be entirely accepted, because, as above explained, all are already liable to serve within the three kingdoms. That there is no obligation to foreign service need not be regretted. Free men voluntarily offering to fight their country's battles in any part of the world are the right material out of which to fashion victorious armies; but voluntary enlistment, with all its advantages, is a source of much anxiety. The annual waste of the army must be made good, although the state of the labour market, and other circumstances, may have stopped the flow of desirable recruits. The consequence is that the standard is sometimes lowered to a dangerous degree, both as to age and as to physique, and the phenomena known as the "child soldier," and the "Whitechapel Highlander," become rife, in our midst. Another difficulty which has to be encountered is the distribution of recruits among the various regiments, so as to meet present and future requirements. In the words of the Inspector-General of Recruiting, "this is no small difficulty, bearing in mind that the establishment of battalions varies with their location at home and abroad, and that recruits, before enlistment, almost invariably select the corps they wish to join." Arrangements have also to be made for the maintenance of the Army in India, at its full strength, and for supplying it with soldiers not under twenty years of age, by no means an easy matter when many immature lads are enlisted. But why do young men hold back? An ancient and amusing recruiting handbill, which was some time ago unearthed at Woolwich, painted military life in bright colours, and ended by saying that after his tour of foreign service, the soldier would come home "with money, manners, and experience." However bombastic it may have sounded when written, it is no more than true of the good soldier who serves his time at the present day.

The Infantry is the most difficult to maintain at uniform strength, but the cavalry is easily filled up with eligible men. Notwithstanding the hard work required in the cavalry, it is popular among the best classes of recruits, and contains a considerable number of gentlemen in its ranks; indeed, it is officially stated that the social position of all soldiers is "steadily improving, since more men of the middle classes are now joining the army, with the view of rising to the higher non-commissioned ranks, and retiring on a good pension."

The annual waste of the Army is about 34,000 men, of whom half are transferred to the Reserve. One of the best means that can be used for making good this loss is the cultivation of close and friendly relations between the Line, Militia, and Volunteer Battalions of Territorial Regiments, as well as with the people of the districts. When, some years ago, the Royal Welsh Fusiliers marched through their own country there was little or no immediate result, and there was some chaff about John Thomas, John Jenkins, and John Jones not wanting to fight, but the good seed had been sown, and before long it bore fruit in the form of young recruits, fresh from their native mountains, and in encouraging numbers, just the kind of men that were wanted to keep up the distinctive character of the regiment. Other battalions, which have subsequently invaded their own territory, have had similar experiences.

The great bulk of the Army consists of men enlisted for seven years. England furnishes about 162,000, Ireland 26,000, and Scotland nearly 16,000. "Quality if not quantity," says a certain Scot, and there is some ground for his boast, even without taking account of the Highland Regiments, when we find that the average height of the Scots Guards is greater than that of either the Grenadiers or Coldstreams, and that Scotland supplies far more than her due proportion of men to the Household Cavalry. The security and comfort of our position depend largely on the Army Reserve, which numbers, according to the last returns, 82,804 men, all supposed to be mature and experienced soldiers, and which, with the 213,555 non-commissioned officers and men of the regular army, gives us 296,359 trained soldiers. Add to this the Militia, 108,392, the Yeomanry, 9,227, and the Volunteers, 231,368, and we arrive at the grand total of 645,346.

The Duke of Wellington, if report be true, when asked what his reserve would be in certain eventualities, replied "the people of England," but nowadays there will be no time to train the rising generation after a war has begun. It should be done now. There should be universal military service for home defence. It would not only increase our military power, but would correct and school the rough element which disgraces our civilisation. Of course, "the people of England" will rise as one man when the occasion demands it, and will not be the first to say, "Hold, enough." It has usually happened that when others breathe hard and come to the end of their resources, we are just waking up, and getting into working order, and doubtless it will be the same again. Only let the young men of this country realise what a career is before them in the Army—that splendid and honourable service in which duty truly done, always brings its reward. It is astonishing that so many will sit at a desk or stand at a counter, when healthy out-door life and exercise, an honourable calling and brilliant prospects, are waiting for them. The soldier is cared for in sickness, is smartly and well clothed, skilfully instructed, gets increased pay when it is deserved, promotion, possibly to a commission, and a pension on retirement. An active and fairly-educated young man can nowhere find a finer field than in the British Army.

With regard to the three arms of the Service, it may be said that each of them is in a state of transition, none of them having arrived at that perfection after which its best friends have been striving. In the case of the Cavalry there has been too little opportunity of working in large bodies, and although the individual drill of men and horses is unrivalled, there is great need of practice and experience in brigade and division movements, as well as in operations wherein all arms take part. It is gratifying to state that the authorities have recognized the existence of this evil, and that arrangements are

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being made to group Cavalry regiments together at military centres, and thus enable them to complete their education as the Cavalry of an army in the field. There still remain two or three points which the friends of this arm desire to see altered for the better. First may be mentioned the small proportion of horses to men in the Service. It is maintained that there should be a separate squadron for all horses and men who are either untrained or nearly time-expired, so that each regiment may be fully ready to take the field with its normal strength of efficients, and that the duties of mess waiters and orderlies should be performed by old soldiers whose active career in the saddle has come to a close. Secondly, it is felt that in these days of rapid marches, our mounted troops are over-weighted. The Troop horses are very good for the price at which they are bought, but they are not up to the weight put upon them, especially over a rough country. They, consequently, become exhausted on the march and have no "go" left in them when fighting has to be done. We have had only too much proof of this in our past history. There is no doubt that both the Cavalry and the Infantry soldier must, in future, have far more carried for them than at present, if they are to do justice to themselves at the decisive hour. The last matter, and the most important, to which reference need be made, is the want of an adequate supply and reserve of horses. There should, undoubtedly, be at all times a large number of young horses fit for military work, in the hands of farmers throughout the three kingdoms. By an inexpensive arrangement, these men would always keep a certain number of suitable horses ready at the call of the military authorities.

Turning to the Artillery, we find that the close connection maintained between the garrison and mounted branches, is objected to by nearly all experienced and intelligent gunners. Their argument is, roughly, that the two branches are as distinct and different from one another as Cavalry is from Infantry; and that when an officer is transferred from the one to the other he is like a fish out of water, and becomes a drag and encumbrance.

The great want of the Infantry, next to the supply of mature men, for whom we cannot pay, is a few additional battalions by which the foreign reliefs could be made to work smoothly. It has lately been asserted, and with absolute truth, that John Bull does not object to any rational expense when its necessity has been clearly explained. He will, doubtless, before long see that more battalions should be added to the line.

If we now take a nearer glance at the Militia, Yeomanry, and Volunteers, it will be seen that our military system is both elastic and complete. The Militia includes old soldiers who are still in the prime of life, as well as younger men, who have been prevented by home ties, from joining the regular Service. The same may to a great extent, be said of the officers; but all, whether officers or men, are animated by the same spirit, and are ready to go anywhere if their services are required. It has repeatedly been suggested that the officers of this force, whose legal status is that of soldiers all the year, and not merely when out for training, should be obliged to pass certain professional examinations which at present are optional. This would appear to be the logical consequence of the military position which they hold, and those who know most of the Service are convinced that a regulation imposing such a condition would be welcomed by the Militia officers themselves. It might be necessary to place within their reach some appointments which could be gained by competition, but the efficiency of the Service would thereby be decidedly increased.

The well-to-do horse-owning classes, none of whom are to be found in the ranks of the Army or Militia, naturally supply our Yeomanry recruits. The Yeomanry represent a splendid section of British manhood. Few as they are, we have no other Cavalry for our Volunteer Army, and no more stalwart and loyal defenders of the country.

Those who are not absorbed by the Regulars, Militia, or Yeomanry, gravitate towards the Volunteers, and it may be confidently asserted that in one or another of these four Services every able-bodied Briton ought to find a place, as an officer, non-commissioned officer, or private. From the constitution of the citizen army, it follows that but a small proportion of those enrolled could give their time permanently to their duties, unless, indeed, the ordinary business of the country were brought to a standstill. Yet the Force should be, and is now being, so organized and increased as to make our position secure if the regular Army and Militia were sent abroad. The enrolment and periodical inspection of reserve Volunteers is an excellent idea, which should long ago have been acted upon, and there is no doubt that in this and other respects, the Volunteer Service will gain in value and efficiency from the patriotic fervour which recent circumstances have called forth. At the same time the military value of our forces, as a whole, must be fairly weighed. Good shooting, marching, clothing, and equipment are essential, and the Volunteers must be brought well to the front in all these particulars, but the Constitutional Force, which is less in evidence, must not be overlooked. It has proved the mainstay of Great Britain in many emergencies, it is a very ancient service, closely allied to the regular Army, and it is certain that a fair share of the funds devoted to military preparation, should be used for its benefit. In these discursive remarks on the Military Forces of the Crown, many important points have necessarily been omitted, the intention being to convey to the non-professional reader a general idea of our military strength, which, as has been seen, is capable of great expansion, and to which Greater Britain would still further contribute in time of need.

J. GRAHAM, LIEUT.-COLONEL.

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Photo. by LONDON STEREOSCOPIC CO., Regent Street.

Field-Marshal LORD ROBERTS, V.C., G.C.B.

THERE is no more popular officer in the Military Service than "Bobs." FREDERICK SLEIGH ROBERTS, the distinguished son of a distinguished father, is an old officer of the Bengal Artillery. In the mutiny before Delhi, where he was wounded and had his horse shot under him, he repeatedly distinguished himself, and won the V.C. The Umbeylah and Abyssinian Campaigns brought him more credit, and the Afghan War capped it. His march to Candahar assured his position in the front rank. India never has had a more able or successful Commander-in-Chief. Now he is a Peer of the Realm and a Field-Marshal, further progress toward efficiency of the Forces in Ireland is assured in his capable hands.

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THE MAJOR OF THE TOWER.

LIEUTENANT-GENERAL GEORGE BRYAN MILMAN is a veteran officer of some fifty-seven years' service. He made his mark as a Captain in the Indian Mutiny at Lucknow, where he fought brilliantly and distinguished himself with the advance guard in the first relief of the garrison, taking part after that in the heroic defence of the place under OUTRAM, and again coming to the front in the final capture. The close of the campaign found him a brevet Lieutenant-Colonel with the C.B. and a grant of a year's service. General MILMAN, besides his Mutiny medal with two clasps, wears the gold medal of the Royal Humane Society for saving the lives of several brother officers at sea, under exceptionally heroic circumstances. He has been Major of the Tower since 1870.

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A DISPLAY BY THE ALDERSHOT GYMNASTIC STAFF.

THIS is one of the interesting displays of agility, endurance, and muscular power, that the visitor to the Gymnasium at Aldershot, when the classes are under training, is bound to wonder at and admire. The tableau here shown is of the same nature as those that the Aldershot Gymnastic Staff present every year before the eyes of the thousands of pleased visitors to the Military Tournament at the Agricultural Hall.

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GUARD MOUNTING AT WINDSOR—CHANGING GUARD.

THE party of Scots Guardsmen shown in our photograph belong to the 1st Battalion of the regiment which is at present quartered at Windsor. They are on their way, headed by a bugler, and in charge of the non-commissioned officer shown on the right of the leading rank of men, to relieve a similar party who have been and still are on guard. During the tour of duty on guard, for twenty-four hours, the party are under the immediate supervision of the non-commissioned officer, and sentries attached to the picket are posted and visited by him at intervals during the time they are on their posts.

STABLE DUTY WITH THE 3rd HUSSARS.

THESE are some of the troopers of the 3rd Hussars, now quartered at Aldershot, at "Stables;" cleaning up, troop by troop, the bedding and stable litter of their chargers. The officers on duty visit the lines on the trumpet call for "Stables" sounding, and see that everything is carried out exactly in accordance with the regimental orders. On the thorough performance of stable duty, the health, well-being, and fitness for their work of the horses of a cavalry regiment depend entirely, it goes almost without saying.

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A CAMP GUARD OF THE SEAFORTH HIGHLANDERS AT THE NEW FOREST MANŒUVRES.

THIS little group of Highlanders shows some of the men on camp guard duty during the New Forest Manœuvres of last August when one day this photograph was taken. These soldiers belong to the 1st Battalion of the Seaforth Highlanders attached to the Aldershot command, as a part of which force they took part in the manœuvres. We have few, if any, better fighting men than the "Seaforths," as the soldiers of both battalions have over and over again shown themselves in time past. They are quite ready to prove their manhood again on any other enemies of our country who may appear.

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THE PRIDE OF THE 1st LIFE GUARDS.

THE Trumpet, which lies placed on the two drums, is a historic relic of immense interest. With it was sounded the "charge" at Waterloo of the 1st Life Guards with the regiments of the Household Brigade—comprising the Life Guards, the Blues, and the King's Dragoon Guards. It rests on two silver kettle drums, presented to the 1st Life Guards by William the Fourth, ornamented in scroll and raised silver work, that gives an idea of the helmets and breastplates then worn by the regiment. In the foreground are richly-worked silken standards, the Royal and the Troops' standards, of this famous *corps d'élite*.

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THE SERGEANT-MAJOR OF THE GREYS.

SERGEANT-MAJOR G. DUNCAN, Regimental Sergeant-Major of the Scots Greys, was one of the deputation of four which, by order of the Queen, went to St. Petersburg just a year ago to formally wait on the young CZAR NICHOLAS on his being appointed Honorary Colonel of the regiment. Lieutenant-Colonel WELBY, Commanding the Scots Greys, was at the head of the deputation, which comprised Major HIPPISLEY, Captain SCOBELL, and the subject of our illustration, Sergeant-Major DUNCAN.

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THE COLONEL COMMANDING THE SCOTS GUARDS.

COLONEL BARRINGTON BULKLEY DOUGLAS CAMPBELL, the Regimental Commander of the Scots Guards, has belonged to his distinguished regiment since 1864. He served with the 1st Battalion of the Scots Guards during the Egyptian Campaign of 1882, and was present at Tel-el-Kebir. Colonel CAMPBELL became Lieutenant-Colonel in 1891, and Colonel-Commandant in August, 1895.

THE RIDING MASTER OF THE 3rd HUSSARS.

THE officer, whose portrait we give above, is one to whom all ranks of the 3rd Hussars owe very much. Captain HARRY RICHARD JAMES WILLIS is the Riding Master of the regiment, a post that he has now held with credit to himself and credit to his corps for upwards of sixteen years. There are not many men capable of turning raw recruits, like many who offer nowadays, into "gallant gay Hussars," such as those who ride so smartly in the ranks of the gallant "3rd."

THE PROVOST-MARSHAL AT ALDERSHOT.

MAJOR J. L. EMERSON is the officer who is now at the head of the Military Police at Aldershot, in which post he succeeded that universally known and respected veteran, Provost-Marshal Major CHARLES BROACKES, on the retirement from the Service of Major BROACKES. The general good conduct of the British soldier nowadays, happily renders Major EMERSON'S work lighter than was the case with that of some of those who have held office before him at Aldershot.

THREE WELL-KNOWN A.S.C. MEN.

THE three officers who are shown in our photograph, taken at Aldershot, while looking at our first number, are three well-known members of the Army Service Corps: Lieut.-Colonels CHARLES HENRY BRIDGE and SAMUEL HENRY WINTER, and Major FREDK. WM. BAINBRIDGE LANDON.

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NAVY & ARMY
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Vice-Admiral RICHARD WELLS, Commander-in-Chief at the Nore.

THE popular and capable officer in whose charge as Commander-in-Chief at the Nore are our two dockyards and naval arsenals of Chatham and Sheerness, will, in less than twelve months time, complete the fiftieth year of his service on the active list. Vice-Admiral WELLS, as a sub-Lieutenant, saw considerable service in the "Arrogant" paddle wheel frigate in the Russian War; he was the Commander of the Bombay line of battleship when she was burnt at Rio in 1864, and before his present appointment commanded in Chief on the Cape and West Coast of Africa station. When he hauled down his flag in Simon's Bay the ship's company of his flagship presented him with a silken Vice-Admiral's flag as a token of esteem and affection.

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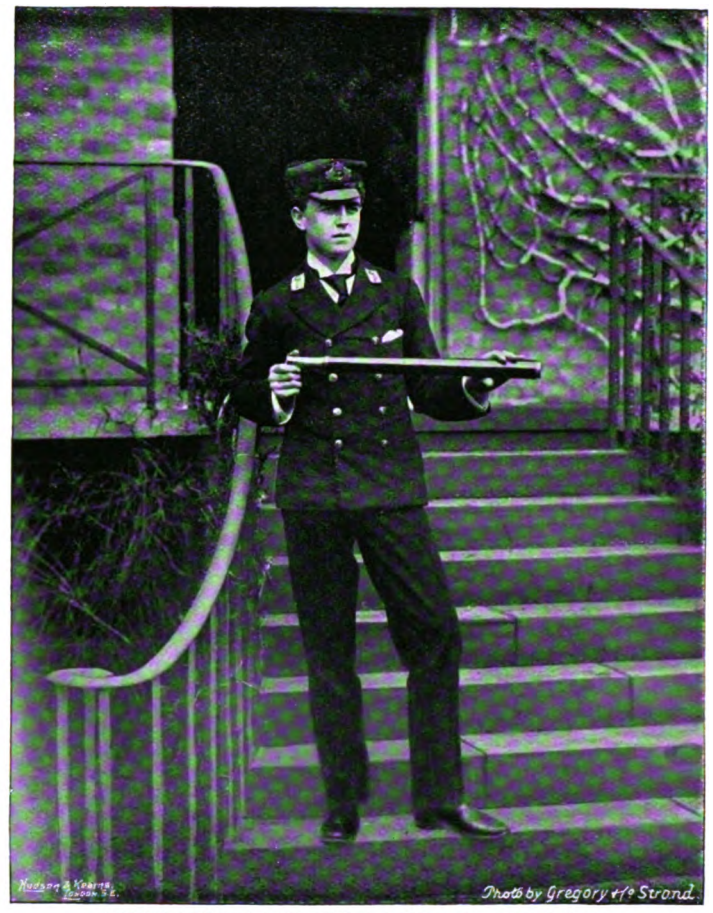
FLAG-LIEUTENANT ARTHUR HALSEY.

LIEUTENANT ARTHUR HALSEY is Flag-Lieutenant to Vice-Admiral WELLS, the Commander-in-Chief at the Nore. He entered the Service in 1883, and became Lieutenant in 1892. Lieutenant HALSEY is shown wearing aiguilettes on his left shoulder, the badge in the Naval Service of an officer on the staff.



MIDSHIPMAN GERARD A. WELLS.

MIDSHIPMAN GERARD AYLMER WELLS is the son of Vice-Admiral WELLS, Commander-in-Chief at the Nore. He entered the Royal Navy from the "Britannia" training ship in January last year, and has since been serving in the Channel Squadron in the first-class cruiser "Blenheim."

"SPELL—OH!" In the SMOKING CIRCLE.

WE are looking at Jack and Joe off duty: at a group of bluejackets and marines enjoying a few leisure moments after hard work. Smoking on board ship is nowadays permitted, with a few reasonable restrictions, but it was not always so. Once upon a time the rules in force in the Service against smoking on board drove the men to indulge the habit in dangerous places and out of the way corners, causing a real risk from fire to the safety of the ship and the lives of all on board. Nowadays, common sense regulations prevail and smoking is not considered a "crime."

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SOME OF THE COMPANY OF THE "SANS PAREIL."

THESE are some of the men who form the ship's company of the big first-class battleship "Sans Pareil," the present port-guardship at Sheerness:—seamen in blue ordinary rig and canvas working rig; marines, in blue sea service uniform; and marine artillerymen. There are upwards of seven hundred men in all allotted to a ship such as the "Sans Pareil," under ordinary circumstances,—though for the time being she is not more than from half to two-thirds manned, her complement as a port-guardship remaining to be fully filled up on mobilization from the coast guardsmen of the reserve. These are held always ready to board the ship at short notice, and are all stationed within easy reach.

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WORKING QUICK-FIRERS on the UPPER DECK of the "SANS PAREIL."

THE scene is on the upper deck of the battleship "Sans Pareil," where the men are shown at quarters, working some of the quick-firing guns of the ship. Since she came home from the Mediterranean last spring, the "Sans Pareil" has had all her original armament (except the big 110 ton guns in her turrets) removed, and quick-firers, both heavy and light, substituted throughout the ship, A similar course has been, and is being, followed with all our older battleships of the first line.

PREPARING a SHIP'S LIGHT GUN for SHORE SERVICE.

THE handiness and capacity of the sailor for adapting himself to his surroundings is proverbial. It is a characteristic that the authorities turn to account by fitting his weapons, wherever possible, for either land or sea service. In the picture a party of bluejackets are seen preparing a ship's light gun for shore work—taking it off its ship's carriage to mount it as a field piece. Each man of the gun team in landing carries with him some portion of the gun's gear or mechanism, ready on reaching shore to assemble these and to rapidly prepare the piece for action.

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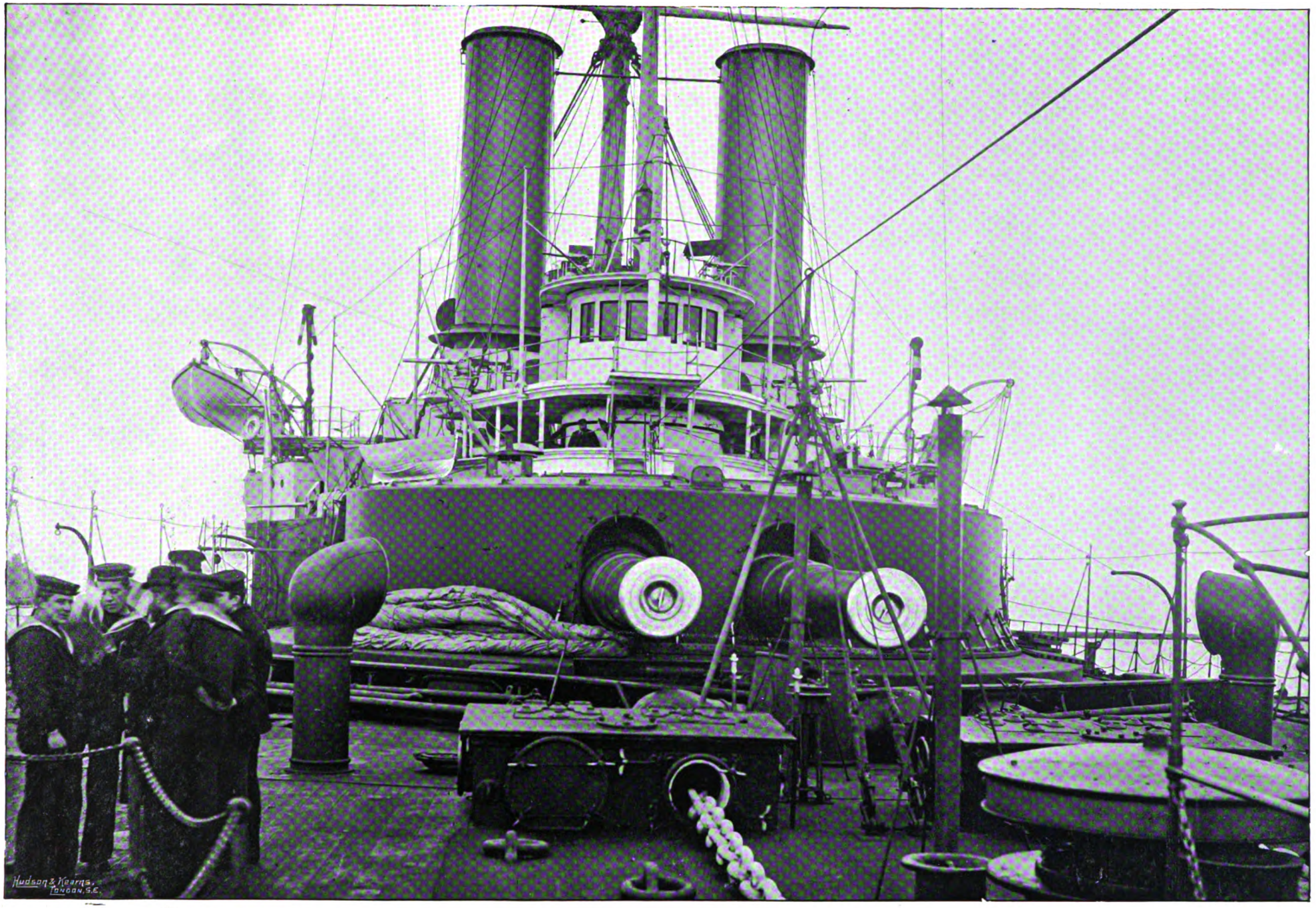

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ON THE FORECASTLE OF THE "SANS PAREIL" LOOKING AFT.

THE "SANS PAREIL," on whose forecastle we are standing, is now, unfortunately, in the terms of her name, without a like ship among all vessels afloat. Her only sister, the "Victoria," lies fathoms deep in the Levant, with too many brave hearts entombed with her. One can realize as one looks aft, how, as the bows of the ill-fated "Victoria" sunk lower and the ship heeled more and more, tons of water poured down into the chain lockers and through the turret gun ports until the sudden catastrophe came, Admiral TRYON watching it all from the platform high up above the conning tower. There is little need, happily, to fear for the "Sans Pareil," for since the disaster to her sister she has been practically reconstructed below, and every care taken that skill and experience can suggest to safeguard her stability.

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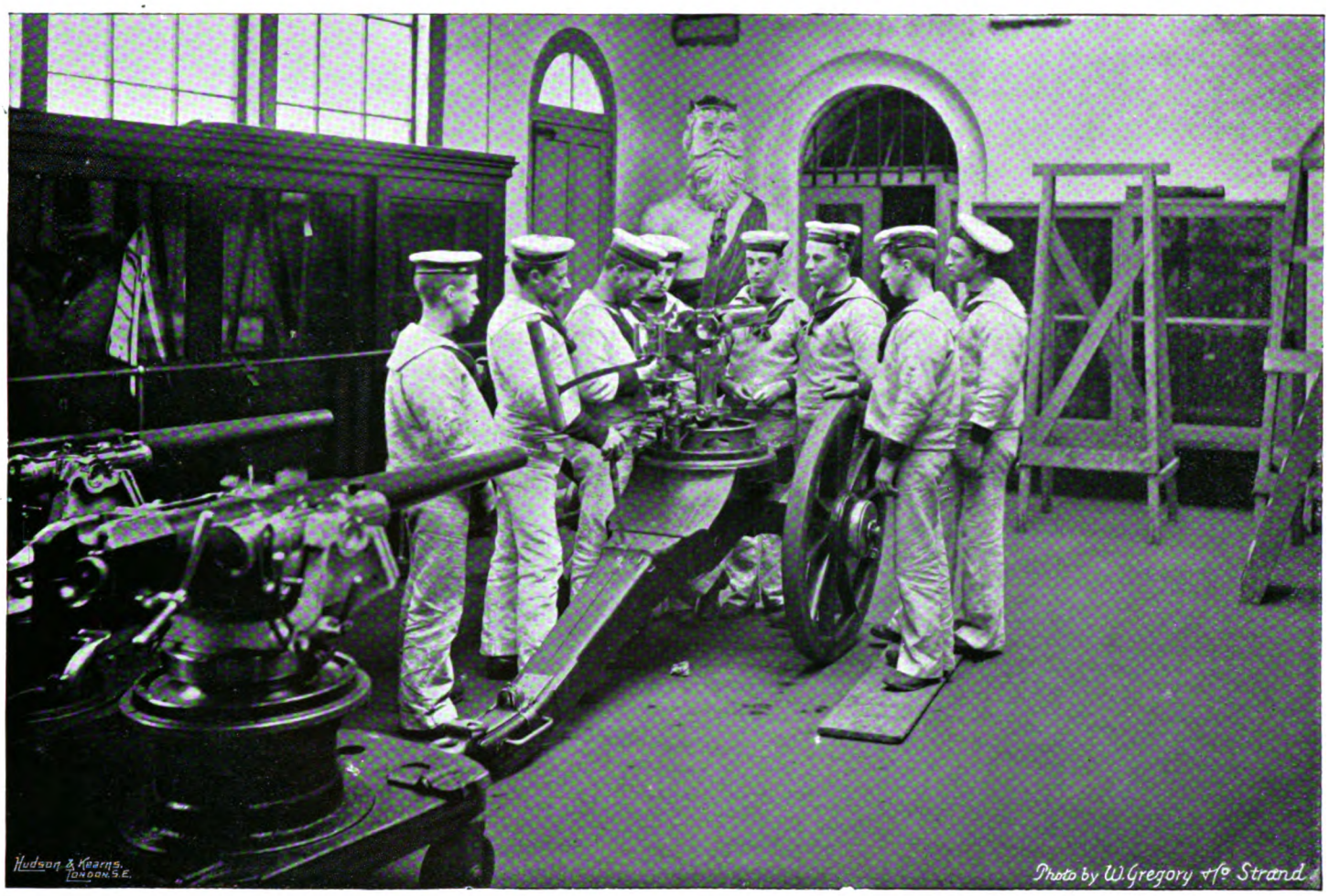

A "MAXIM" CLASS at the SHEERNESS GUNNERY SCHOOL.

HERE we have a class of bluejackets at the gunnery school at Sheerness, taking a lesson in Maxim gun construction. "Thorough" is the watchword of the Royal Navy in everything; and our sailors learn, not only how to handle to best advantage the weapons put at their disposal, but they also have to understand all about them—their make, fitting and internal arrangements. High over Jack at school, in an angle of the walls, towers the giant figure-head of a mighty Man-of-War of the olden time, a relic that ere long will be rare indeed, for our newest ships show no figure-head at all.

QUICK-FIRING GUN DRILL at the SHEERNESS GUNNERY SCHOOL.

THE Sheerness School of Gunnery, from which a class of bluejackets are shown above at drill with a quick-firing gun, is a comparatively new Institution, founded within the last three years for the instruction of the men in the Naval Barracks at Chatham and Sheerness. Wherever naval classes are under training nowadays, particular attention is paid to the handling of the quick-firing gun, whose value in action, whether against the torpedo boat, or in ship to ship battles, is universally admitted as a matter of the first importance.

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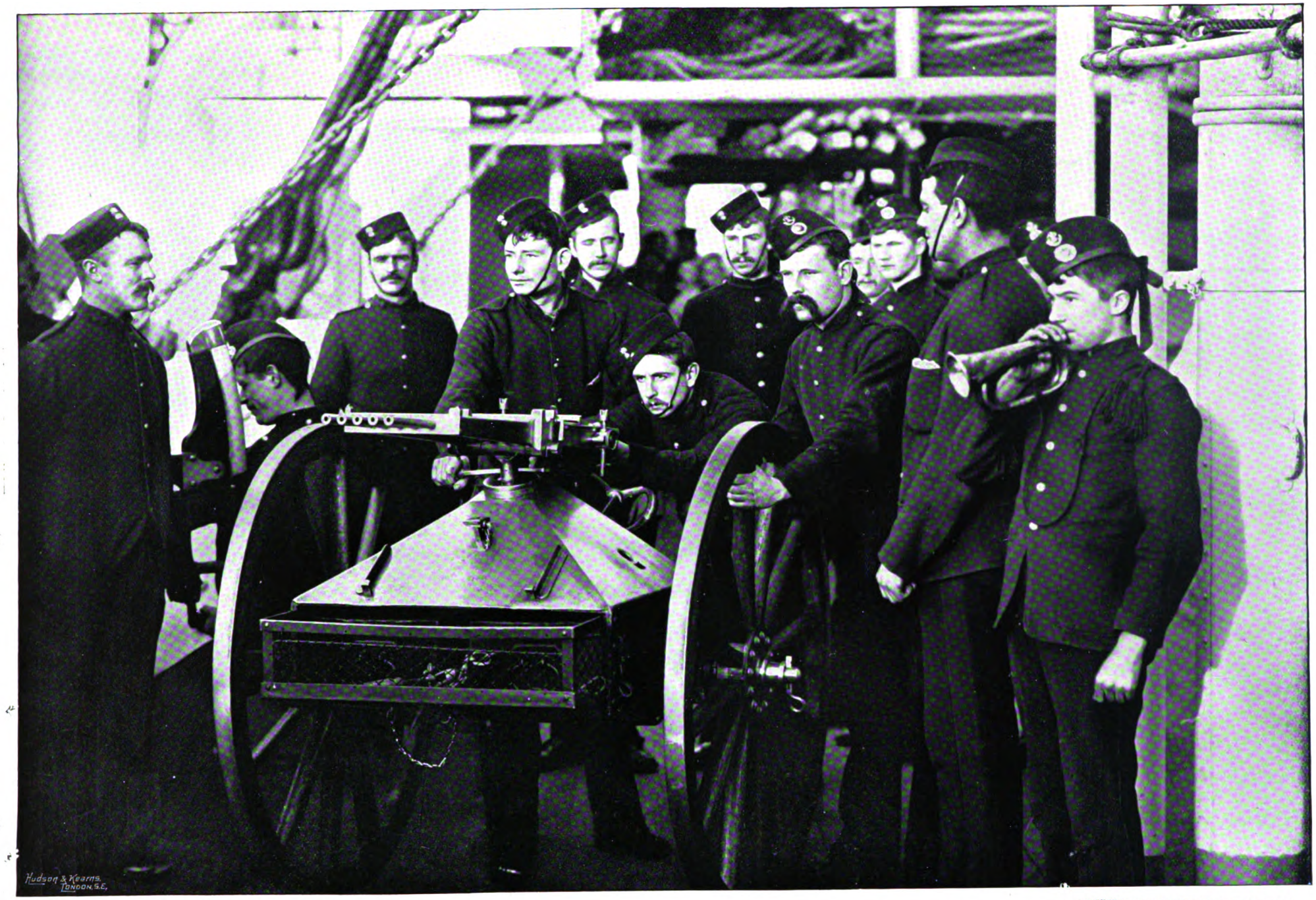

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"REPEL BOARDERS!"

THOUGH boarding is not an incident likely to occur often in warfare at sea under modern conditions, yet as a test of efficiency and an exercise calling for unusual smartness and alacrity, the drill is still carried on regularly on board every British ship of war. Modern appliances and engines of warfare, such as the machine gun shown in the picture, are brought into active requisition, and can be trusted to play their part with deadly effect. It is an exciting experience and a thrilling scene for all who witness it, as the newspaper correspondents who attend the Naval Manœuvres testify regularly every year. The last occasion on which boarding took place in naval warfare was in 1879, when in the struggle between Chili and Peru, the gallant ARTURO PRAT fell dead on the deck of the "Huascar."

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THE ADMIRAL'S STERN-WALK ON BOARD THE "MAGNIFICENT."

OUR view of the stern of the battleship "Magnificent" shows, in particular, the stern-walk of the Admiral's cabin. In this balcony the Admiral can at any time watch the vessels of his fleet or squadron, without being obliged to come on deck, and his presence there in no way interferes with the general work of the ship. An Admiral, as a fact, is by way of being only a passenger in his own flagship, and his appearance on deck is more or less a matter of ceremonial, not differing greatly from that which is always observed in a ship of war on the Admiral coming over the side. "The stern-walk" also, as an old Admiral—Sir Robert Stopford, in his youth one of Nelson's Captains—used to say, "is an Admiral's best place for health and recreation."

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"GLORIOUS St. VALENTINE."

IF the cult of St. Valentine has of late gone somewhat out of fashion in England, except, perhaps, among the young ladies of the school-room and of the kitchen, there are yet valid reasons for not quite forgetting that the 14th of February is a day of some note among us. St. Valentine's day, in fact, has claims upon us that are of high national interest. The day has been a red letter day in our British Calendar of Victory ever since the "Glorious St. Valentine"—to quote the actual words of NELSON himself—of the year 1797, just nine and ninety years ago, when, within sight of the long-backed headland of Cape St. Vincent, a British fleet achieved one of the most notable of our successes at sea.

It was just after the pressure of circumstances had forced the British fleet under Sir JOHN JERVIS to evacuate the Mediterranean. BONAPARTE'S startling series of successes in Northern Italy; the French occupation of Leghorn; and the defection of Naples and the Papal States from our side, coupled with the alliance with France against us recently entered into by Spain, with other untoward events of hardly minor moment, had so alarmed the British Government that orders had been sent out for the British fleet to withdraw at once to Gibraltar. Thence, the Government at home, suspecting that the French had sinister designs on our only ally left—the kingdom of Portugal—ordered JERVIS to proceed to the Tagus. This the British Admiral did at the end of the year 1796. In the Tagus, JERVIS'S fleet met with various mishaps, which reduced the Admiral's available fighting strength to ten ships of the line all told, the force with which, in the first week of February, 1797, Sir JOHN put to sea to escort a convoy for the Brazils safely outside European waters and then cruise for the enemy to seaward of Cadiz.

At the same time a Spanish fleet of twenty-seven of the line at Cartagena sailed for Cadiz with orders to take in stores there, pick up reinforcements, and push on to Brest to join a Franco-Dutch expedition designed to convoy HOCHE'S "Army of Ireland" and render aid in a general rising in Ireland that had been pre-arranged. CORDOBA, the Spanish Admiral, had heard that the English Admiral left the Tagus with only ten ships. He was unaware that since then, five powerful line of battleships detached from the Channel fleet, had joined Sir JOHN JERVIS.

JERVIS'S fleet on the afternoon of the 13th of February, received intimation of the presence of the enemy, from Commodore NELSON, who arrived in the frigate "Minerve," from a special service cruise, and reported having been chased by the Spaniards. The news spread from ship to ship, the general state of joyful elation being increased by the signal "prepare for action" which was hoisted on board the flagship "Victory" immediately after Sir JOHN JERVIS had seen Commodore NELSON. At the Admiral's dinner table that afternoon, where a convivial party met in the "Victory's" cabin, the breaking-up toast is related to have been "Victory over the Dons in the battle that they cannot escape to-morrow." The Spanish sunset guns were plainly heard to windward, and later on, as it grew to midnight, the Spanish night signal guns were heard more and more distinctly. At two in the morning of the 14th the Portuguese frigate "Carlotta" brought JERVIS later information, and this was supplemented at six o'clock by the British frigate "Niger," which reported that the enemy were barely twelve miles off to the south-west.

The old Admiral himself sat up writing in his cabin all night: among other things he executed his will. Then he turned out, and "with more than his usual stern silence," walked the "Victory's" quarter-deck from before daybreak until nine o'clock. When the grey of the morning light enabled "the Chief," as JERVIS was called in the fleet, to discern the order of his ships—sailing in two lines, with the "Victory" leading the weather line—his first word is said to have been one of high commendation of his Captains, for the splendid way they had kept their stations.

There was a haze on the water all the morning until about nine o'clock, shutting out all view of the Spaniards from the British flagship, and preventing any opportunity of counting their numbers. Then, just as they were striking two bells on board the "Victory," the signal guns of the "Culloden," JERVIS'S leading ship, began to report the force of the enemy. The Admiral continued, meanwhile, to pace the flagship's quarter deck, with, at his side, the Captain of the "Courageux," one of the ships lately lost to the fleet in Gibraltar Bay, BEN HALLOWELL, who was for the time being on board the "Victory" as a guest of the Chief and a passenger. The pair were a curious contrast. JERVIS, a small clean-limbed man with a noticeable stoop, with keen featured eager face, close shaven and wearing his hair brushed back from his strong brow, with stiffly-powdered wig curled at the ears, and long queue with a big black ribbon bow behind, dressed in full uniform with prim neatness and formality; HALLOWELL, a big burly giant, towering six feet high and more. Near by, watching the signalmen on the alert, stood the Captain of the fleet, CALDER, a dry matter of fact Scotsman of the old school, of spare build and hard features—and garbed strictly to regulation—a man of the Kempenfelt type, "all for the Service," whose favourite talk was strict "shop;" given to date incidents in conversation by "the year in which Admiral so and so did this or that," or "when the battle of so and so was fought;" specially fond, moreover, of impressing on his juniors that "every officer ought to get up a page of the signal book every morning while dressing."

CALDER announced the numbers to JERVIS.

"There are eight sail of the line, Sir JOHN!" he began.

"Very well, Sir," was the reply.

Then a little later: "There are twenty sail of the line Sir JOHN!"

"Very well, Sir," a second time.

Next: "There are twenty-five sail of the line, Sir JOHN!"

"Very well, Sir," was again all the old Chief said.

"There are twenty-seven sail of the line, Sir JOHN!"

"Very well, Sir," as calmly as before.

CALDER added this time that the odds against us seemed very great, with the effect of making JERVIS turn abruptly. "Enough, Sir," was the Chief's rasping rejoinder, "If there are fifty sail I will go through them,"—a reply that so excited the big Post Captain at JERVIS'S side that he swung round on the instant and quite forgetting decorum, began patting the Admiral on the back, with, "That's right, Sir JOHN, that's right; by God we'll give them a damned good licking!"

By eleven o'clock the fog had disappeared and the Spaniards could be clearly seen, "a complete forest of masts huddled together." They comprised a four-decker of 130 guns (the "Santissima Trinidada"), six 112-gun three-

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deckers, two eighty-gun ships, and eighteen seventy-fours; sailing in two groups. The larger—to windward—consisted of twenty-one ships; ranged, some two abreast, some three, some also tailing off in single file with irregular gaps between. They continued to stand before the wind for Cadiz. The smaller group—to leeward—was separated by some miles from the main body, but these went about and headed back on seeing our advance, to try and rejoin their consorts. To prevent the junction was JERVIS's aim, with the result that all three sets of ships were practically racing for the same spot. The wind was west by south.

The British fleet as it got into fighting formation comprised these ships: "Culloden," "Blenheim," "Prince George," "Orion," "Colossus," "Irresistible," "Victory," "Egmont," "Goliath," "Barfleur," "Britannia," Namur," "Captain," "Diadem," "Excellent." Two were 100-gun three-deckers, four 98-gun three-deckers, eight seventy-fours, one was only a small sixty-four.

TROUBRIDGE, in the "Culloden," a smart seventy-four, began the fight exactly at mid-day. Acting on a signal from the "Victory" to pass through the enemy's line and engage to leeward, he reached up to the rear of the Spanish weather division and opened fire, shaping his course to pass between two 112-gun three-deckers at the extreme rear of the Spanish main body. The Spaniards running before the wind, had, as we advanced, worked ahead across our course. There proved to be little room for the "Culloden" to shove between the two big Spaniards, and a collision with one or other seeming so certain, his first Lieutenant reported to TROUBRIDGE. But the gallant Captain would not be denied: "Can't help it, GRIFFITHS," he replied, "let the weakest fend off." They held on steadily until so close to the nearest enemy that they could see into the ports of the nearer three-decker. Then, as the two ships were closing, in rapid succession two double-shotted broadsides "fired as if by a seconds' watch, and in the silence of a port Admiral's inspection" were poured into the enemy, throwing the big Spaniard into such confusion that she went about on the instant, and did not reply with a single shot, while the "Culloden" passed triumphantly through the line.

Scarcely had the "Culloden" broken the Spanish line, than the "Victory" signalled for the fleet to tack in succession and follow. TROUBRIDGE had anticipated the order, and before the signal flew on board the "Victory," had the answering pennant hoisted, rolled up and stopped, at the "Culloden's" mast-head. Within two seconds of JERVIS's order flying on board the flagship, TROUBRIDGE gave the word, "Break the stop—down with the helm," and on the instant the "Culloden," answering the signal, went about. JERVIS, on the "Victory's" quarter-deck, was entranced at the display of dashing promptitude. "Look, JACKSON!" he in rapture called to the Master of the "Victory" at the helm, "look at TROUBRIDGE there! He tacks his ship to battle as if the eyes of all England were on him, and would to God they were!"

Just as the "Victory" was nearing the point where the ships ahead of her had gone about, the lee division of nine Spaniards—the original six van ships with three of the larger windward group added, who had managed to pass ahead of the British advancing fleet and join the group to leeward—reached the scene of the fighting. Their leader, a big three-decker, the "Principe d'Asturias, came on as if determined to push through JERVIS's line, and join her own main body, regardless of possible consequences.

The Spanish leader, flying a Vice-Admiral's flag, stood on valiantly till within pistol shot distance of the "Victory," when suddenly the big Spaniard checked her way. The "Victory," determinedly backing her main topsail, as it were to look her antagonist in the face, seemed to have suddenly paralyzed the Spanish Captain, who, the next moment, putting his helm down, let the ship go round without touching brace or bowline. At the same time he fired his starboard guns, but so badly trained that hardly a shot touched the "Victory." Then came the "Victory's" opportunity. Bringing her broadside to bear on the "Principe d'Asturias'" quarter, with lightning rapidity the "Victory" poured in two concentrated double-shotted broadsides, sweeping the Spaniards' decks and scaring those on board into a state of such panic that, as their sails filled again on getting round, the big ship squared yards and ran out of close action altogether, followed by the other ships of the Spanish lee group.

It was a little after this episode that the event happened which with nine people out of ten is the crowning glory of the battle of St. Vincent: NELSON's great feat of arms. The course of the evolutions on both sides, as far as they had gone, had brought the head of the Spanish weather group of ships clear of JERVIS; and the enemy now saw a chance of working his leading ships round to join the lee group, astern of our rear ships as we advanced. Our van and centre ships meanwhile were fully occupied, fighting their way through the Spaniards from rear to centre. NELSON, whose ship the "Captain," a small seventy-four, was third last ship in JERVIS's line, first realized the danger of the combination, and without asking or waiting for orders he wore out of line and threw himself right across the course of the Spanish leaders. The audacity of the move staggered the enemy, and then JERVIS himself seeing the meaning of NELSON's action, signalled the ships nearest the "Captain," the "Diadem" and Collingwood's "Excellent," and others, to support NELSON. It proved the master stroke that decided the fortune of the day; for the Spaniards, though fighting their guns as stubbornly as badly trained valour could, were thrown hopelessly in disorder. They henceforward simply tried to get off, with JERVIS holding to them, much as a rabbit gripped at the throat by a weasel, makes its last frantic run. It was in this phase of the battle that the crippled and dismasted "Captain,"—after fighting the "Santissima Trinidada," and other big Spanish ships, after having been at one critical moment when under the fire of five Spanish three-deckers, nobly relieved by Collingwood's "Excellent," which ran in between the "Captain" and her nearest enemy—achieved the feat of boarding singlehanded two of the biggest of the Spaniards. Unable to move ahead and with exhausted magazines, NELSON ran his ship into the "San Nicolas" of 80 guns, carried her by boarding, and then on her surrender, he led his boarders from the "San Nicolas" into a second ship that was foul of the Spanish two-decker, the big "San Josef" of 112 guns. Both the "San Nicolas" and the "San Josef" had been no doubt terribly mauled earlier in the fight, and were already practically beaten ships; but the daring feat of carrying them sword in hand and compelling their final surrender is to NELSON's credit alone.

The action went on till four o'clock, the last of the fight being round the "Santissima Trinidada," which ship after a desperate and prolonged encounter, managed at length, with fore and mizen masts gone, to join the fresh ships of the original lee group of the Spanish Fleet and some of the more lightly engaged vessels of the main body, which had all at last united. The Spaniards numbered even then three-and-twenty sail to the British fifteen, and JERVIS wisely decided to be satisfied with the work of the day already accomplished. He signalled to cease fire and form line on the starboard tack, between the enemy and the four prizes in our hands, and so the battle of "Glorious St. Valentine" ended. The "Victory" at Portsmouth remains our last survivor of the famous fight.

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The 17th Lancers in the Embers of the Mutiny.

IN February, 1859, thirty-seven years ago, the last fight of the Mutiny in Central India was fought. There was work yet to be done in Northern Oudh and Nepaul, but the stout spirits of those who resisted us so long in Malwa were quelled, and TANTIA TOPEE had been run to earth in the jungles of Paron, where the hand of a treacherous comrade was to seize him for our vengeance. The marvellous activity, fertility of resource, and swiftness of action of the blood-stained instrument of the massacre of Cawnpore, made him a foeman worthy even of Englishmen's steel.

Glorious as are the memories of Lucknow, of the marches of HAVELOCK and CAMPBELL, and of the capture of Delhi, the memorable achievements of Sir HUGH ROSE, and the long struggle with TANTIA TOPEE had a character all their own. Ubiquity was in the man. He had a wonderful genius for wild warfare, and extraordinary skill in the employment of his knowledge of locality, and he swept with strange facility across vast tracts of country to the surprise of his enemies. The 8th Hussars, the 71st and 92nd Highlanders, several irregular corps and regiments of Bombay Native troops, won equal honours in that campaign; but it fell to the 17th Lancers, which had done glorious service already, to strike the last blow in February, 1859, at the broken remains of the famous Gwalior contingent, and to stamp out the last embers of the Mutiny in Central India. The running to earth of TANTIA TOPEE, and the destruction of the remnant of his forces under the RAO SAHIB, were the last acts in a long military drama enacted in a difficult country of mountain and jungle, on the broken slopes of the Aravali Hills and of the Vindhya and Satpura ranges, on either side of the Nerbudda. It was a service well calculated to bring out the best qualities of our men, and above all their endurance in the keenest hardships and under the most trying conditions of difficult marching at high speed in the torrid regions of Central India. Rarely has such marching been done. In stifling heat, when men dropped with sunstroke out of the saddle, deluged sometimes by rain, toiling through black mud, fording rivers and scaling hills, plunging through dense jungles, and struggling through thick belts of forest, the human quarry fled before his angry pursuers, at times making as if he would overpower them; then doubling back, disappearing into unknown regions, suddenly appearing again, encompassed often, and yet, but for treachery, always free.

When TANTIA TOPEE, with the Gwalior contingent, had been defeated by Sir HUGH ROSE at Jhansi and Kunch, he turned savagely upon Gwalior, captured the fortress, crushed SCINDIA, and won over his troops to the rebel cause. Defeated there, he fled southward, and was worsted by NAPIER at Jowra Alipore, with the loss of all his baggage. Undismayed, however, he turned towards Jaipore, but was foiled by ROBERTS, and was pursued far southward. Other rough handling awaited him, but having lost his guns he was able to cross the Chambal river, eluding Brigadier PARKE, and to seize Jhalrapatan, where a great body of rebels joined him, with forty guns and vast treasure. Then it was that he conceived the idea of striking at Indore, but he was foiled by General MICHEL, and defeated again near Rajgurh in the scorching heat and torrent-like rain of an Indian September; when many fell out dead beat, and horses dropped down in their traces, and the guns laboured heavily in the stiff mud that overlaid the soil.

With MICHEL, on that trying day, was a squadron of the 17th Lancers, which had marched five hundred miles from Kirkee to Mhow under Sir WILLIAM GORDON, with young EVELYN WOOD, then new to his military service, acting as commissariat officer with him. GORDON was a thorough horseman, and the marching training which he gave his men was an excellent preparation for the hunting of TANTIA TOPEE, which was to follow. The heat was sweltering, but not a day's halt was made, and there was not a sore back among the horses when the squadron reached Mhow. Every night GORDON himself inspected the back of each animal, and, if the hair appeared ruffled, shifted the padding of the saddle, so that the pressure might be at a new place on the morrow. Thus it was that about eighty men of the 17th pursued TANTIA from the field at Rajgurh, and captured his whole park of twenty-seven guns, and drove him into the jungle near Sironj. The rain came down in cataracts, and the camps became seas of mud. New enemies were gathering round TANTIA. Brigadier PARKE covered Indore and Bhopal, Colonel LIDDELL, with the Jhansi force, was to the north-east, and Brigadier SMITH north of Sironj, while General MICHEL operated in the midst of the circle of which these formed the rim. Familiar fate overtook TANTIA. His stars were fighting against him in their courses, when they cast him into the jaws of his enemies at Mangraolee. True, TANTIA had about 5,000 men and 6 guns, while General MICHEL had not quite 1,100, made up of the 71st Highlanders, and the gallant "ninety-twas," with the 19th Native Infantry, and 4 guns, and, for cavalry, 90 men of GORDON'S squadron of the 17th Lancers. But TANTIA, though he menaced the flanks, and kept the Infantry engaged, soon fled from his strong position, leaving his guns behind. Meanwhile a strong party of Velliattees had been menacing the rear of our troops, and GORDON'S cavalry had driven them into a dense jungle behind, where neither their number nor position could be well made out. GORDON, however, was equal to the occasion. A few heads discerned through the foliage were enough, and, at the word, his men dashed against their unseen foe in the jungle. It was desperate work for 43 cavalrymen, but each gave a good account of at least a couple of the rebels, while GORDON himself struck down four.

More hard marching brought the 17th Lancers, with which were now a party of the 8th Hussars and some Bombay cavalry, into conflict with the RAO SAHIB, and, in the desperate action of Sindwaho (October 19th), Lieutenant EVELYN WOOD, of the 17th, won his Victoria Cross. TANTIA had taken refuge at Lalatpore, whence he struck southward, the cavalry still at his heels, and was once more defeated by MICHEL at Khorai, where he purchased his escape by the loss of a wing of his army.

But TANTIA TOPEE and the RAO SAHIB, though they could rarely stand against Englishmen, were undismayed, even after such defeats as these. With extraordinary vigour they resolved upon a bold measure that opened up a large prospect. Suddenly striking south, TANTIA crossed the Nerbudda, and headed towards Nagpore. It was an achievement that in the early days of the Mutiny might have struck a mortal blow at our power, for the nephew of the man recognised by the Mahrattas as the lawful heir of the last reigning Peishwa, was upon Mahratta soil at the head of an army, and might well have stirred the Mahratta heart, and spread the flame

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through Southern India. But luckily the Satpura Range lay between, and Sir HUGH ROSE, with ROBERTS and HILL, was in waiting. TANTIA was driven back with the loss of his guns across the Nerbudda. For the supply of his armaments he was accustomed to plunder any fort that came in his way, and the country was laid under contribution for his supplies.

The plight of TANTIA was now desperate, but he conceived nevertheless the project of seizing Baroda by forced marches. Brigadier PARKE, however, was equal to him, for, defeating him at Oodeypore, he drove him into the Banswarra jungle. A complete cordon seemed to be drawn round the man. ROBERTS, with his forces ranged along the roads and passes to the west, made escape impossible in that direction, and on every other side the fugitive was shut in. Many a time he was expected to break loose, and the cavalry were ever on the alert. Three squadrons of the 17th Lancers were now with the headquarters, south of the Nerbudda, under Colonel BENSON, and upon a report that TANTIA was marching upon Indore, these suddenly swept across the river, marching fifty-two miles in twenty-six hours. But the rebel leader lay quiet in the jungle through December, and did not emerge until Christmas day. It was a place inhabited by predatory Bheels, who hung upon his tracks like vultures following a sick caravan.

TANTIA came out of the jungle near Partabghur, held a weak force in check while his baggage and elephants were cleared, and marched much more than a hundred miles eastward to Zirapore. Colonel BENSON of the 17th, attacked him at that place and drove him through the jungle. The cavalry men had covered thirty-six miles within the day, making a total of 178 miles from Partabghur, including the passage of two large rivers, in six days. This forced march was accomplished without European supplies, and the ornaments of four elephants taken by Captain DRURY LOWE, remain to the 17th Lancers as trophies of the day.

A new ally now came to the help of TANTIA TOPEE. He had RAJAH MAN SINGH with him, and the pseudo-prince, FIROZ SHAH, who had been baffled in Oudh and Rohilkund, added to his forces. But TANTIA with his allies was now fairly hemmed in at Indragurh. NAPIER was on the north and north-east, SHOWERS on the north-west, SOMERSET on the east, SMITH on the south-east, MICHEL and BENSON on the south, and HONNER on the south-west and west. Yet still TANTIA found a loophole. He suddenly struck north-west on SHOWERS' flank, and reached Dewassa. But his condition was desperate. Colonel SOMERSET, with another squadron of Colonel BENSON'S regiment, on New Year's Day in 1859, had dealt a heavy blow at him at Baroda. This last squadron of the 17th to take the field against TANTIA had marched at extraordinary speed to the scene, and, in the action, its 90 lances were confronted by not less than 4,000 men. Undismayed, it plunged with a cry into the midst of them, rode down the crowds that resisted, breaking the rebel ranks, and TANTIA'S forces dashed headlong from the field, chased mile after mile by the brave Lancers along the road. Presently a flying column was organized in which the whole of the 17th Lancers were united. A forced march, in which 54 miles and 40 miles were covered in two stages, and 256 miles in eight days brought them close on his heels. Brigadier SHOWERS defeated him at Dewassa, and Colonel HOLMES at Sikur. But the fighting career of TANTIA TOPEE was coming to an end. With all his marvellous power of influencing his followers, many fled from him on the march, and six hundred surrendered to the Rajah of Bikanir. To add to his misfortunes, FIROZ SHAH abandoned him, and he quarrelled with the RAO SAHIB. The condition was now desperate, and the indomitable spirit of TANTIA was at last broken. The man who had eluded us so often would elude us now once for all, but he would flee no more. At the end of January, with some Thakurs, he took refuge in the Paron jungles, with "two pandits to cook his food, and one sais, two horses and a pony." "I was tired of running away," he said to MAN SINGH in the jungle. Truly, a marvellous running it had been.

But the work of the 17th Lancers was not yet over. The RAO SAHIB was hunted, first west and then south, and on February 10th he reached Koshani, some miles west of Ajmere, after marching 145 miles in four days. There Brigadier HONNER caught him, slaying about 200 men; but he still fled southward, hoping to pass the Aravali Range by the Chatterbuj Pass. These were the last fighting scenes of the Mutiny in Central India. On February 13th, Brigadier SOMERSET took up the chase, having with him three-and-a-half squadrons of the 17th Lancers. They were at the RAO'S heels at the Pass, but precious hours were lost owing to want of topographical knowledge, while he threaded the hills, and flew headlong before them. Rarely has such splendid marching been done. The 17th covered no less than 230 miles in six-and-a-half days. Everywhere as they rode forward the traces of destruction met them. Scattered baggage, dead animals, blood-stained footprints, and sick men lay along the road. Such was the end of the Gwalior contingent, and of the forces which TANTIA TOPEE had embodied. They had been unable to stand against our soldiery, but they had shown marching powers and had evoked the same in our own troops, which are almost legendary. They were run to earth by the 17th Lancers without striking another blow. The last fight of the Mutiny in Central India had been fought. Their ranks melted away, and about two hundred gave themselves up. But the RAO SAHIB and his irreconcilables gained the shelter of the jungles, where they lived as mendicants or robbers, and the RAO was never heard of again.

Such was not the case with TANTIA TOPEE. The poison of self-interest stirring in the unscrupulous breast of MAN SINGH, who was hiding with him in the Paron jungles, wrought his end. He solicited his comrade's advice as to whether he should attempt to stir up further revolt, and MAN SINGH, promising to counsel him, seized him one midnight when he was asleep, and carried him, under the guard of a party of Bombay Sepoys, into the camp of Sir ROBERT MEADE. As is well known, he paid the forfeit of his life for his sanguinary deeds; but we cannot withhold our tribute of admiration from a man who showed such military genius in guerilla warfare, and eluded us so resolutely and so long. The 17th Lancers, with the other regiments engaged, are proud of the share they took in hunting him down, and in scattering the last remnants of the force he had levied against us.

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Photo. by ELLIOTT & FRY, 55 & 56, Baker Street, W.

General the Rt.-Hon. Sir REDVERS HENRY BULLER, V.C., G.C.B.

THE present Adjutant-General of the British Army is a soldier who owes his good fortune to his own merits. Entering the Army in 1858, he has practically won his way to his present high position by brilliant war service, and the display of capabilities for command on the battlefield of the first order. He is an old comrade in arms to Lord Wolseley, under whom Sir REDVERS BULLER served in the Red River Expedition. Now he is his old chief's right-hand man at the War Office.

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"LIZZIE," THE PET BEAR OF THE 17th LANCERS.

OF the many regimental pets in the Army not many, probably, have a more interesting story attaching to them than the subject of our illustration, "Lizzie," of the 17th Lancers. Her mother was shot in Cashmere, eight years ago, by Prince Adolphus of Teck, who brought the cub to Lucknow, where the regiment was stationed, and gave her as a present to his troop. Shortly after this the cub was lost for a year. Then one day a man came round with a performing bear, which was recognised as "Lizzie." Since then "Lizzie" has remained with the 17th, with whom she came to England in 1889. She is a great pet with all ranks, for her own part reciprocating the affection, specially in favour of Corporal Baker, her particular guardian, who is shown in the illustration. "Lizzie" lives on bread and milk, jams, and fruits, and goes every day to the canteen for a pint. She takes to water, and enjoys a swim in the summer.

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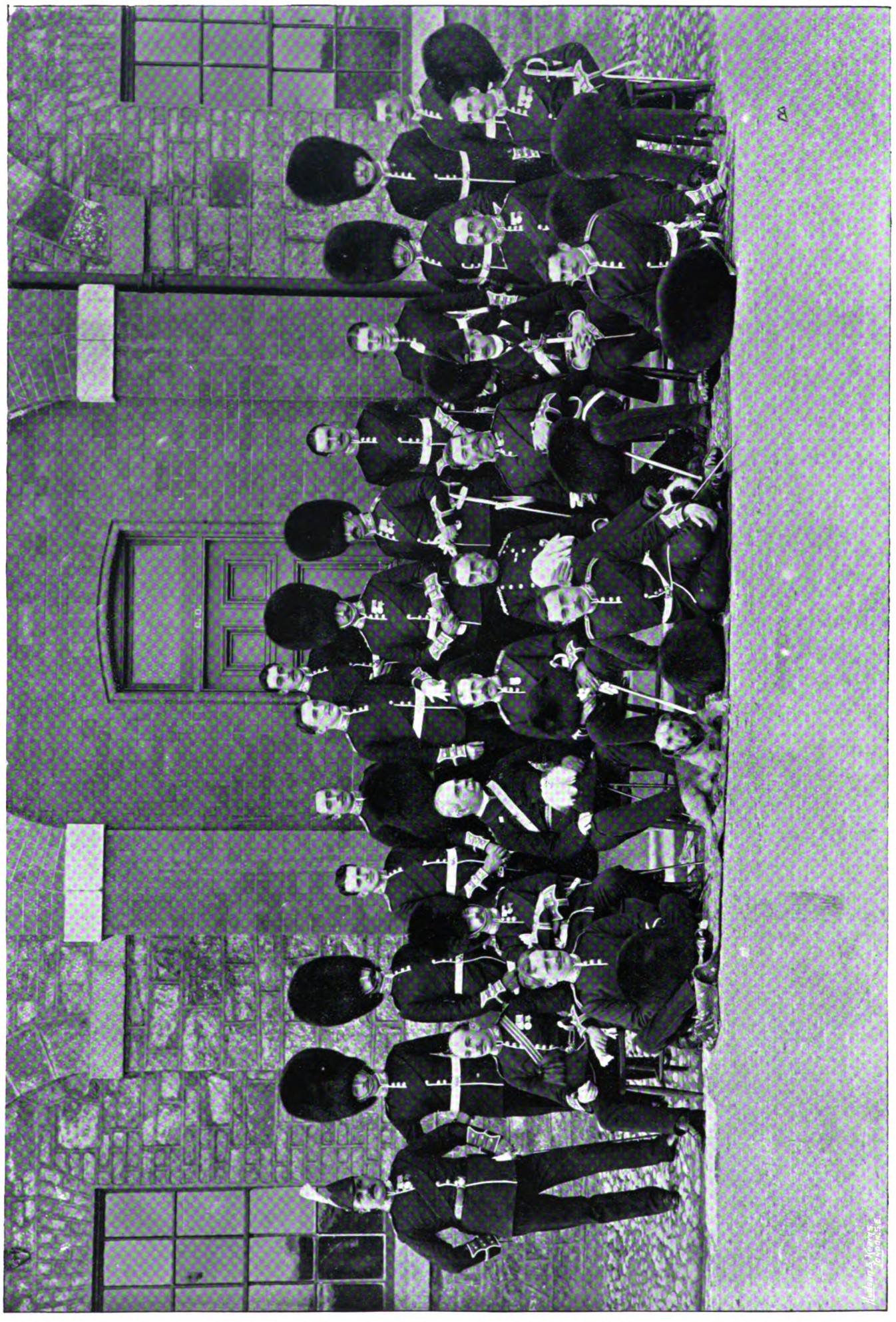

Photo. by ROBINSON & SONS, *Dublin.*

AN INSPECTION GROUP OF THE OFFICERS OF THE 1st SCOTS GUARDS.

OUR illustration shows a general group of the officers of all ranks of the 1st Battalion Scots Guards. It was taken at an annual inspection of the Battalion, and seated in the centre appears Major-General MONCRIEFF, an officer of distinguished merit and universal popularity—as the Metropolitan Volunteers know well—who served with the 1st Scots Guards from Ensign to Colonel.

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A CAPTAIN AND SUBALTERN OF THE 93rd.

OF the two officers of the 93rd Highlanders, the one with his feather bonnet on and wearing a full dress badger skin sporran, holds the rank of Captain, as the line of gold braid within the lace on his cuff shows. The officer by the Captain's side, bare-headed, is a Lieutenant in "review order" *tenue*. The badge of their famous regiment is shown on the collar of the doublet—a silver wreath of myrtle interlaced with a wreath of butcher's broom. Within the myrtle wreath is a boar's head of gilt metal inscribed *Ne oblivis caris*, and within the wreath of butcher's broom a cat on a scroll, inscribed *Sans Peur*. Both emblems bear above them, in silver, a label of three points. The 93rd are also known as the 2nd Battalion of the Princess Louise's (Argyll and Sutherland) Highlanders.

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FIELD ARTILLERY AWAITING ORDERS TO GO TO THE FRONT.

THE gun detachment in the picture are some of the men in one of the Aldershot batteries which took part in the New Forest Manœuvres last year. They are in Field Service order, and are shown drawn up just before going forward to come into action, in fact, whilst waiting for orders to take up position and unlimber. The detachment is under a non-commissioned officer, shown on the left of the leading driver. Every two guns in a field battery in the British Service—six guns in all—is commanded by a Lieutenant: the battery itself as a whole being under a Major, with a Captain under him as second in command.

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A LONG-SERVICE VETERAN:—THE DRUM-HORSE of the 17th LANCERS.

THE 17th Lancers have justly a high regard for their drum-horse, who carries his sixteen (or as it has been reported, twenty) years, lightly enough. His rider, Private AUSTEN, himself a soldier of eighteen years' service, is ever ready to champion the drum-horse of his regiment as the finest drum-horse in the Queen's Army, and to tell with what a display of conscious pride the old horse bears himself when marching at the head of the regiment. Private AUSTEN has taught his charge moreover some curious tricks, at which the animal has proved himself an apt pupil. The old horse is believed to be of Hanoverian descent, and was taken over from the 11th Hussars in 1890, when the 17th Lancers arrived from India.

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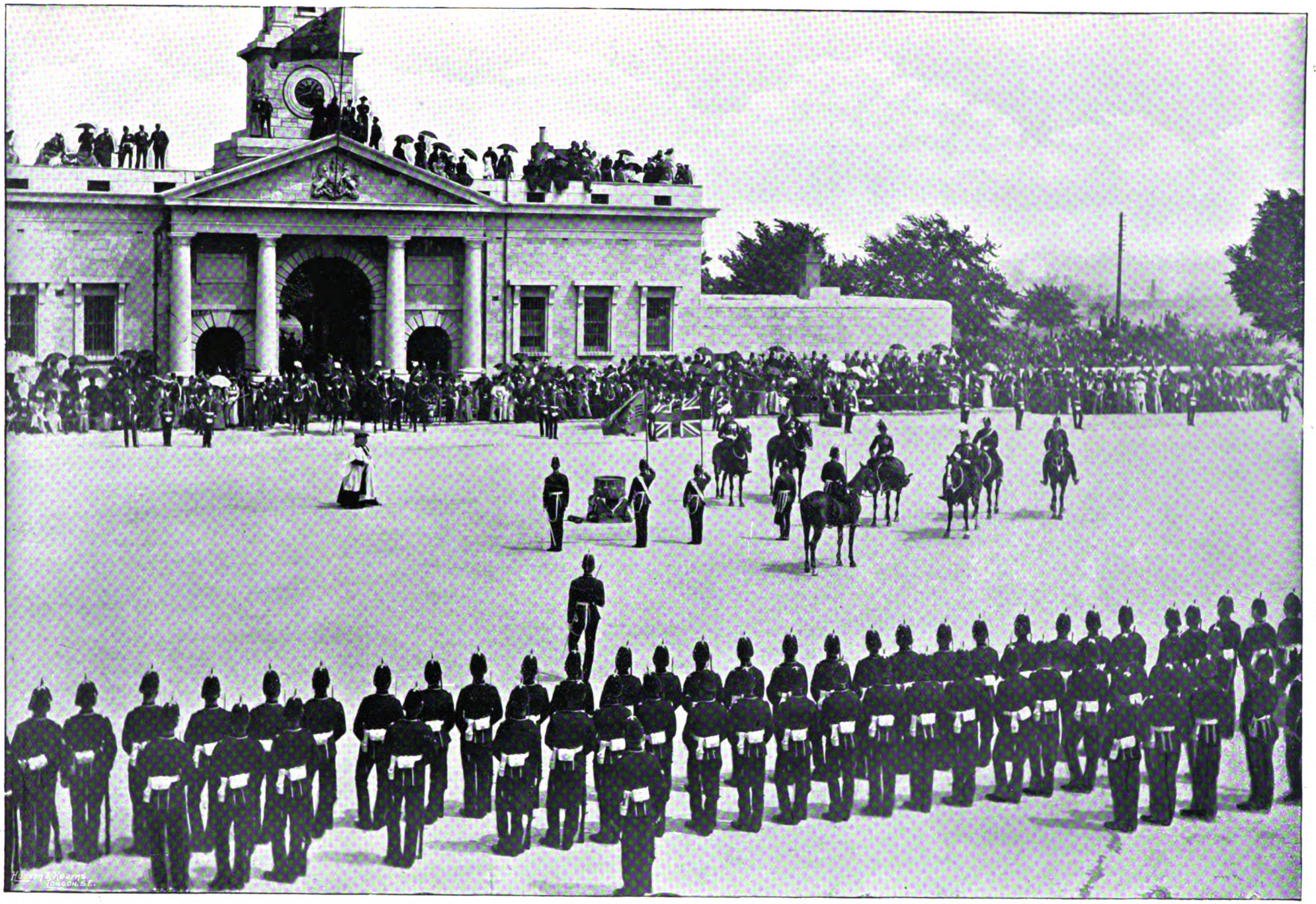

Photo. by W. M. CROCKETT, Plymouth. *Copyright—HUDSON & KEARNS.*

The PRESENTATION of COLOURS to the 2nd BATTALION, THE PRINCE ALBERT'S (SOMERSETSHIRE LIGHT INFANTRY).

ON the 23rd of May last the Duke of Cambridge, before a brilliant assemblage, presented the 2nd Battalion of the old 13th with new colours at Raglan Barracks, Devonport. Our illustration represents the scene after the March Past and Consecration of the Colours by the Dean of Windsor (Bishop Barry). The Colours are shown being held by Lieutenants Boyle and Cooke Hurle, while the Duke is addressing Lieut.-Colonel Waddy and the officers and men of the regiment. The old drum in the centre, used as a pulpit for the Consecration ceremony, was used in the 13th at the defence of Jellalabad in 1842, and in the first Afghan War. It is a relic of special interest, and bears traces of what it went through during the campaign. Right and left of the Colours are seen Majors Fownes and Poynton.

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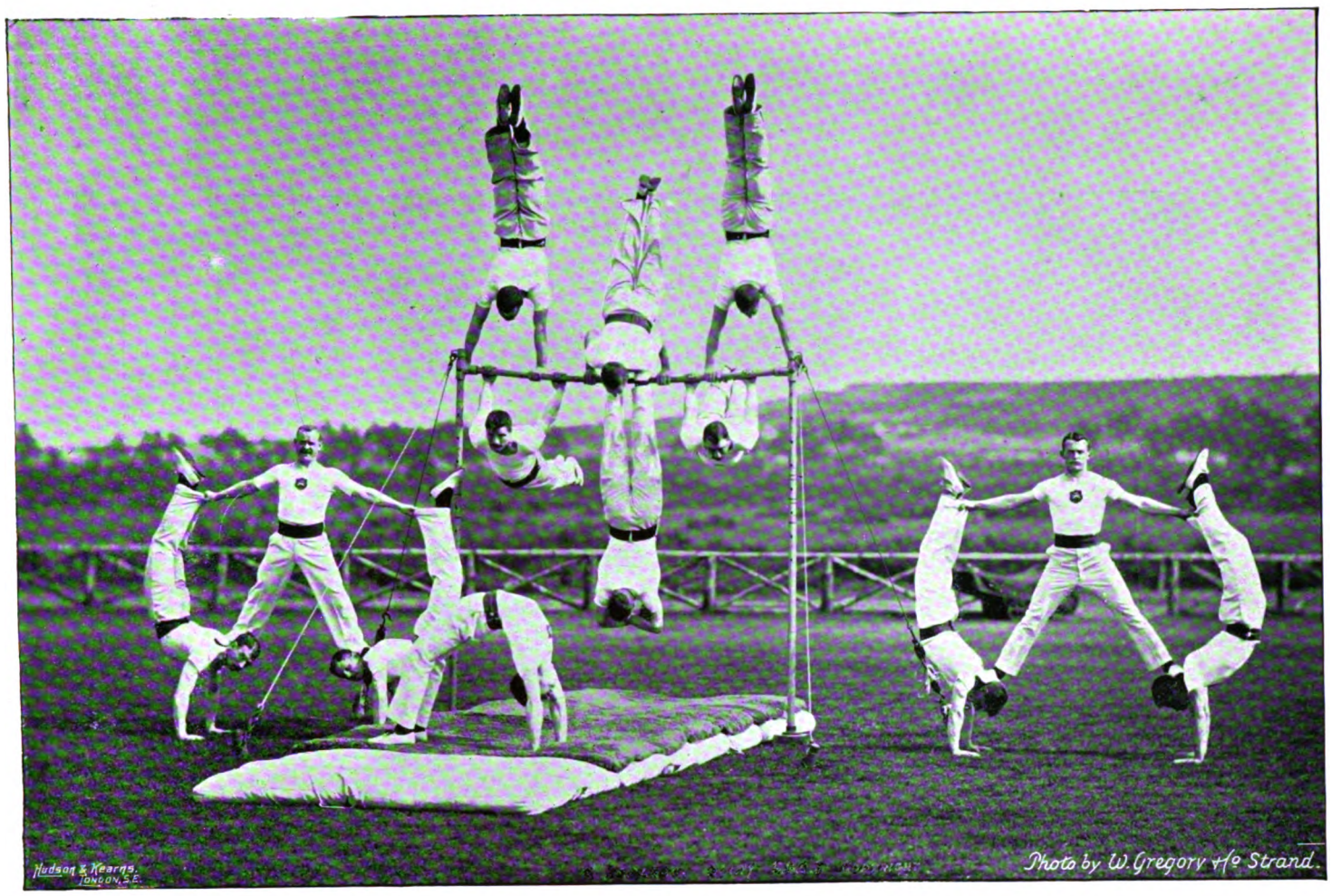
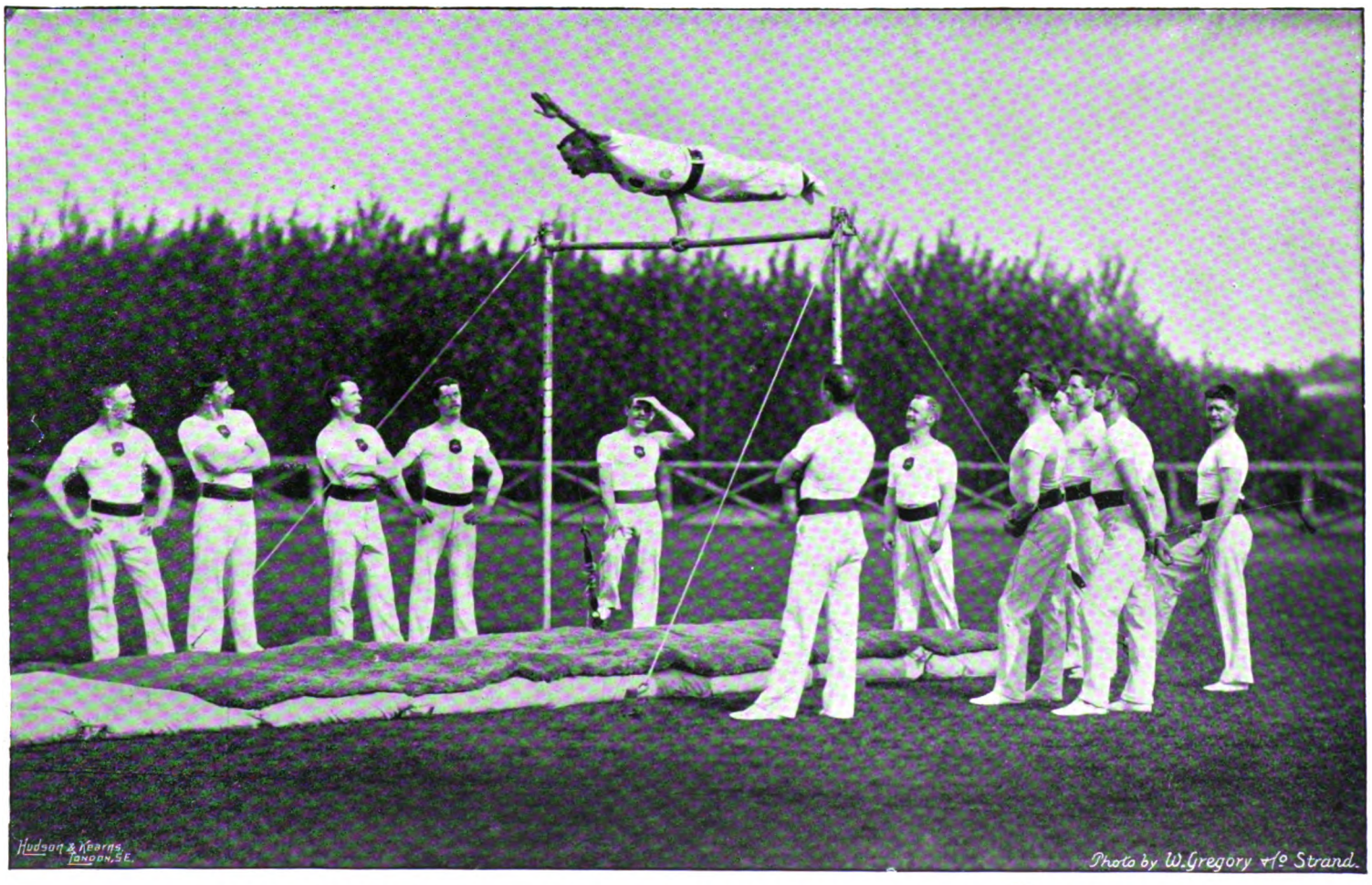


ANOTHER OF THE ALDERSHOT GYMNASTIC TABLEAUX.

THIS is another of those very clever and attractive *tableaux*, at the making up of which the staff of the great Army gymnastic training school at headquarters, the Aldershot Gymnasium, are such adepts. How varied is the *repertoire* of Colonel Fox's "strong men," the pages of this journal, both in previous numbers and in the present number, show, and the *tableaux* which forms the subject of this illustration is no exception, and exhibits no falling off in the qualities which go to perfect the all-round athlete.



"THE WEATHERCOCK."—A TABLEAU AT ALDERSHOT.

WHAT strong muscles and well-ordered gymnastic training can accomplish we have an example of here before our eyes. "The Weathercock" is undoubtedly a masterpiece of gymnastic skill, calling for, in its performance, perfect nerve, perfect balance, perfect power of endurance, and perfect bodily strength. The principal performer here is Sergeant-Major PALMER of the Aldershot Gymnasium, who, in the opinion of those best qualified to judge, is one of the best all-round Athletes in the British Army.

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THE NAVY & ARMY ILLUSTRATED.

VOL. I.—NO. 6] FRIDAY, MARCH 6th, 1896.

Photo. by A. DEBENHAM, Southsea.

THE COMMANDER-IN-CHIEF OF THE FLYING SQUADRON.

REAR-ADMIRAL ALFRED TAYLOR DALE, who commands the Flying Squadron, is in his fifty-sixth year, although he looks and is in spirit and activity a much younger man. He first saw service at the capture of the Peiho Forts in the China War. As a lieutenant he held the Beaufort Testimonial for Navigation. As a Captain (in the uniform of which rank our photograph shows Admiral DALE), he was an A.D.C. to the Queen, and, during Lord GEORGE HAMILTON'S Administration, Private Secretary to the First Lord at Whitehall. He has been on the flag list since September, 1891, and in 1894 was second in command of the Channel Squadron.

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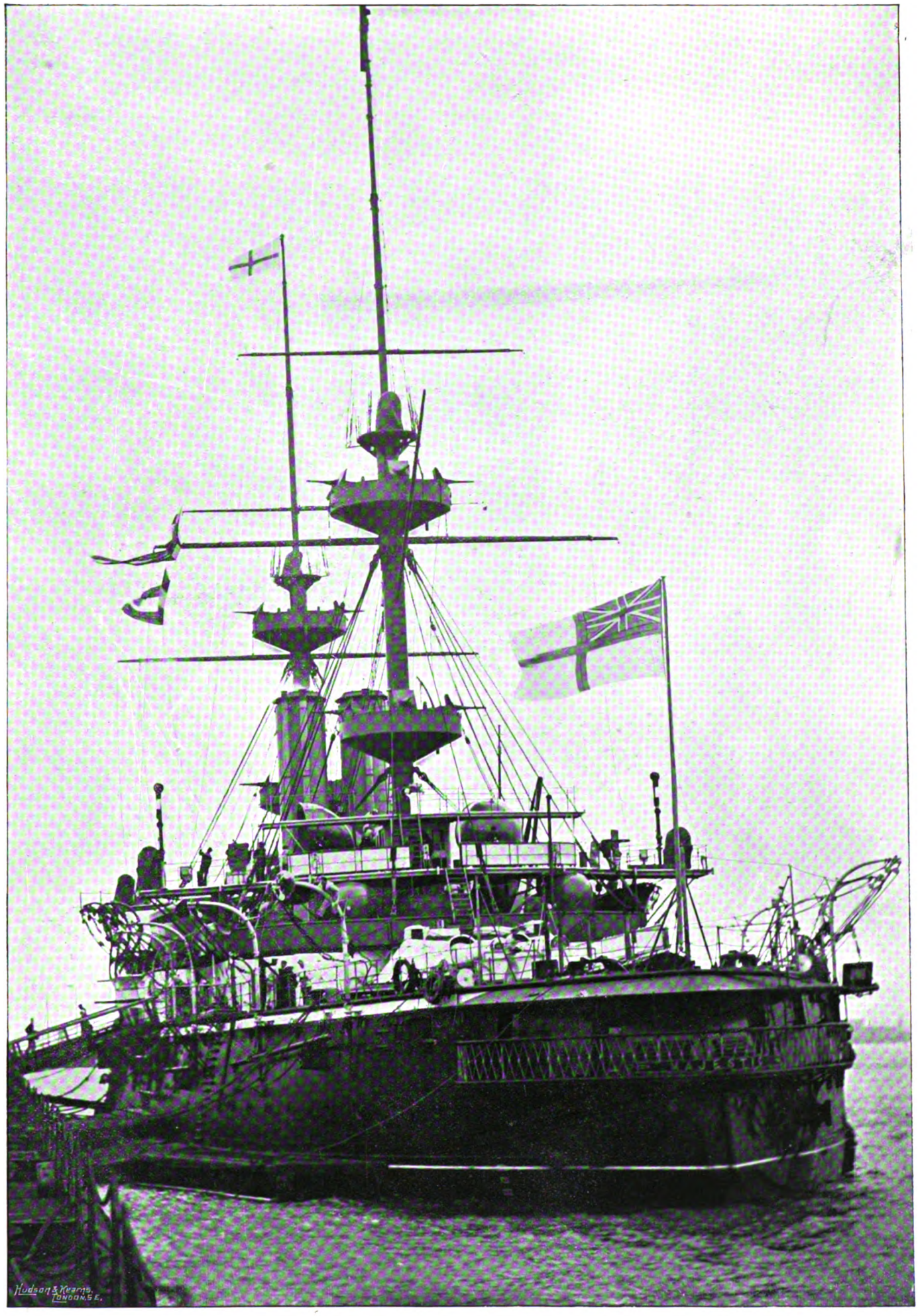

Photo. by GREGORY & CO., Military Opticians, 51, Strand. *Copyright - HUDSON & KEARNS.*

THE SENIOR FLAGSHIP OF THE CHANNEL SQUADRON.

EXCEPT for the "Magnificent" her sister ship, the "Majestic" is without equal among ships of war afloat. Every appliance on board, whatever its nature, is of the latest design. Her Harveyed-steel armour is a novelty, and its arrangement on the sides of the ship extends over a much larger area than in ships designed before her. Her 50-ton guns are a new type; her broadside armament of heavy quick-firers the most formidable and the best protected yet seen on board a ship of war. The "Majestic" was launched by the Princess LOUISE, Marchioness of Lorne, and commissioned within two years of the laying of her keel.

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Photo. by SYMONDS & CO., Portsmouth.

THE TRAINING SHIP "ST. VINCENT" AT PORTSMOUTH.

THE "St. Vincent" was laid down at Plymouth Dockyard in the year after Trafalgar, and launched with great *eclat* before 50,000 spectators, in the year of Waterloo. She was one of three sister 120-gun first-rates, the "Nelson," the "Howe," and the "St. Vincent," named in honour of the three great Admirals. Only the "St. Vincent" now survives, after having served as flagship at Portsmouth, and, in the "Forties," in the Channel and the Mediterranean. For the past quarter century the "St. Vincent" has been the Portsmouth training ship for boys.

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The CAPTAIN of the "THESEUS," his COMMANDER and NAVIGATING OFFICER.

CAPTAIN CHARLES CAMPBELL, C.B,, who commands the first-class cruiser "Theseus," of the Flying Squadron, saw service in the Egyptian Campaign of 1882, and has since been actively employed on the African Station, where he won his C.B. for service against the Benin Chief Nana. Commander REGINALD H. S. BACON is Captain CAMPBELL'S second in command. The navigating officer of the "Theseus," Commander SACKVILLE H. CARDEN, served with Captain CAMPBELL in the "Thalia" in 1882.

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Admiral Sir NOWELL SALMON, V.C., and Rear-Admiral DALE on the quarter-deck of the "REVENGE."

THE special incident that our illustration records is the exchange of compliments between the Commander-in-Chief of the Flying Squadron, Rear-Admiral DALE, and the Commander-in-Chief at Portsmouth, Admiral Sir NOWELL SALMON, V.C., on the occasion of the commissioning of the Flying Squadron. After hoisting his flag on board the "Revenge," as she lay alongside in Portsmouth Dockyard, Admiral DALE, according to the custom of the Service, formally called on Sir NOWELL SALMON, as the senior officer in charge of the port, and here we see the return visit paid by the senior Admiral on board the "Revenge." The two Admirals are shown in the act of shaking hands and saying good-bye on the quarter-deck at the close of the Port-Admiral's visit.

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THE CAPTAIN AND OFFICERS OF H.M. FIRST-CLASS CRUISER "BLAKE."

THE first-class cruiser "Blake" returned to England last summer after serving one commission as flagship on the North America and West Indies Station. On the 17th of December last, she was commissioned for service with the Channel Squadron by Captain ARTHUR C. B. BROMLEY (the officer wearing four rings of "distinction lace" on his sleeve, and shown in the centre of the foreground), who, with officers and men turned over into the "Blake" from the first-class cruiser "Endymion." The senior officer of the "Blake," under Captain BROMLEY, is Commander EDWARD F. INGLEFIELD —a member of a famous old naval family.

THE PETTY OFFICERS OF THE "BLAKE."

THE Petty Officers of the Royal Navy are as a body rated immediately below the warrant officers, the boatswains and gunners. Petty Officers are promoted from the rating of leading seamen, good conduct, intelligence and smartness being the main qualifications. They take rank as "Chief," "First," and "Second" class Petty Officers. Each of the departments of the combatant and civil branches of the naval service has its staff of Petty Officers, who are known by the distinctive departmental badges worn on their uniform. We have here the Petty Officers of the first-class cruiser "Blake," of the Channel Squadron.

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THE CAPTAIN AND OFFICERS OF HER MAJESTY'S SHIP "REVENGE."

THE first-class battleship "Revenge," Rear-Admiral DALE's flagship in the Flying Squadron, is commanded by Captain the Hon. A. CURZON-HOWE, C.B. (shown in the foreground of the illustration with his hands behind his back), who hoisted his pennant on board, on Tuesday the 14th of January. Second in command in the "Revenge" is Commander REGINALD B. COLMORE, and next after him for navigating duties is borne by Commander MICHAEL S. BEATTY (both officers are seen to the right of the Captain, and are distinguishable by the three rings of lace on their coat sleeves). Lieutenant HERBERT ORPEN heads the list of the "Revenge's" Lieutenants. Captain CURZON-HOWE served as flag-captain in the "Boadicea," when that ship was flagship to Vice-Admiral Sir EDMUND FREMANTLE on the East Indies station, where Admiral DALE's flag-captain won his C.B., in the punitive expedition against the Sultan of Vitu, in October, 1890.

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THE COMPANY OF THE "RESOLUTION."

HERE we have a muster of the company of the first-class battleship "Resolution," (commanded by Captain A. K. BICKFORD, C.M.G.), now serving in the Channel Squadron. The men have been paraded on the quarter-deck of their ship for the purposes of our photograph. All ratings—warrant and petty officers, seamen and stokers, marines and marine artillerymen—are shown, with, on the extreme left of the picture, Commander HENRY B. ANSON, the executive officer of the vessel. Upwards of six hundred and fifty men, all told, form the company of the "Resolution."

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MEN-OF-WAR'S MEN,

BY

CAPTAIN SIR ALFRED JEPHSON, R.N.

IN the first Number of the NAVY AND ARMY ILLUSTRATED, Admiral KENNEDY has treated with his usual skill in such matters, of naval officers as sportsmen. He makes but little allusion to the men, and naturally so. Whatever their tastes or inclinations may be in this connection, they have no means of indulging in much beyond line fishing or hauling the seine. Yet I remember years ago, when at Guymas, in the Gulf of California, where we had great success in shooting what we called "jackass" rabbits, on account of their long ears, that after seeing the bags we made, a mania to imitate us suddenly possessed some of our petty officers.

For this purpose, one or two officers good-naturedly lent their guns to the men, and a small party started off for the day. The sail-maker bought a cheap gun, and with him went a young Corporal of Marines. Nothing was heard of these sportsmen until the signalman reported that someone was on the beach waving for a boat, while another person was seen lying doubled up on the sands. The boat was duly sent, and the men found to be the sail-maker and his companion. What had occurred was this. The sail-maker missed everything, which naturally excited the risible faculties of the Marine, who chaffed "Sails," as he is commonly called, for not being able to hit a haystack; the Corporal adding, "why, for two dollars I'd let you have a blaze at me." "All right," said "Sails," "go on ahead, and mind and tuck your head well in." This the fool did. What the distance was I know not, but "Sails" fired—a raking shot from right astern—and over tumbled the Corporal.

The sail-maker half carried, half dragged the unfortunate Marine to the beach, and once on board the doctor took him in hand. This was the only bag.

Little has been written of the inner life of a Man-of-War since MARRYAT'S inimitable books, many of the incidents of which must have come under his own observation. FRED. MARRYAT, his son, must have had the same sense of humour as his father. As a youngster he joined a ship at Gibraltar, and had to sit behind the back board and steer his Captain's gig.

The Captain said, "Now youngster, I am rather blind, so mind you tell me if any officer passing in another boat, salutes me."

This occurred soon after, and the Captain took off his cocked hat in the direction in which he imagined the boat to be. MARRYAT seeing that his superior was indeed very blind, thought he would have some fun by inventing passing boats, and presently said, "There is another officer on the starboard hand, sir, saluting," whereupon off came his Captain's cocked hat in that direction. "There is a boat on the port hand passing," whispered MARRYAT, and off again came the hat; and this game was kept up, much to the amusement of those who saw what was going on, all along an imaginary line of boats which had no existence. Poor MARRYAT was drowned afterwards in the "Avenger."

Perhaps the ingenuity of sailors was never more conspicuous in the old days than in their determination to get liquor. The cocoa nuts filled with rum is an old story, so is the canvas bag poked down the scupper—where the waste liquor from the grog tub is poured away—and afterwards hauled up by a bit of string previously attached to it.

On one occasion a Midshipman received orders on a Saturday night to take the launch ashore for a load of fresh water on Monday. The boat was cleared out and well scrubbed. On landing, they had to take a canvas hose with a large mouth to it, from the launch to a spring which trickled from some rocks well above the boat. The mouth was triced up—the water finding its way through the hose into the boat in bulk. There were only three men—the coxswain, one man to keep dead leaves, etc., from falling into the hose on shore, and one man to hold the hose in the boat. Yet one of the two men who never left the boat was unmistakably the worse for liquor when the launch was towed alongside the ship.

The Midshipman was duly questioned and his leave was duly stopped. Never could he find out how that man got drunk until he was told long after. Knowing on Saturday that they were going watering the following Monday, one bluejacket went ashore and bought some liquor tied up in pig's intestines, and hid it near the spring. The man who was told off to look after the hose ashore being duly informed, signalled to his topmate in the boat, and then popped one of the long intestines into the mouth of the hose. The rush of water carried the liquor safely through the hose, and the sailor in the boat grasped it as it emerged, and stowed it inside his serge jumper, of course having an occasional pull at it when the middy was not looking. The spirits, after having been smuggled through the fresh water, were drunk neat.

I remember the case of a ship's Corporal (that is one of the ship's police), who had a brother a barber in London, who paid him a visit. The barber was so fascinated with life afloat that he sold off his business, passed the necessary examination, and became a ship's Corporal himself. During the fitting out of a ship there was a good deal of drunkenness, and it was difficult to find out how spirits were smuggled on board. But the newly-made Corporal noticed that there was an unusual consumption of butter in the ship. The bum-boat woman sold more butter than anything else. Moreover all the butter was prettily made up in pyramidal shape of a pattern not generally seen. His suspicions being aroused, one fine day the Corporal jumped into the bum-boat, poked his pencil into one of the butter shapes, and then pressing his hands on either side, up sprang an artesian well of gin from the butter.

This desire to obtain spirits naturally resulted in the old days, in a good deal of flogging, and sometimes ended in a tragedy. I remember a Christmas at Bermuda, when the ship was lying in the basin, we missed one of our weak characters for two days, and it was suggested to me that as he had last been seen with others buying spirits, which he said he meant to get on board by hook or by crook, he might have come to harm. Supposing that he meant to try and swim off from the shore and make for either the cable, so as to come up it, or the paddle wheel; I sent for the diver and pointing to a particular spot, I made him go down. In a few minutes he was up again, and after we had taken off his diving helmet he said, "He is there, sir, where you pointed, lying on his back." We soon got his body up, and then found that he had thrust a couple of bottles in the waist band of his trousers, one on each side. In attempting to swim off to the ship he had over estimated his powers and sunk just alongside. If he called out, no one heard him, as his shipmates were keeping Christmas on the lower deck, and so a young life was lost through this curse.

As a rule the craze is confined to a few who fall again and again, but even these are now dwindling in numbers. There is a story of two seasoned old veterans who had been ashore for some days, and having indulged in every conceivable kind

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of riot, and free living, and overstayed their leave by 48 hours, were returning to the ship with aching heads and empty pockets, to face the Commander and answer for their misdeeds. After a silence, during which a sense of their folly was borne in upon them, one said: "How do you feel, Tom?" to which Tom replied, "pretty, d——d miserable, thank God!"

So far I have dealt with what is the darker side of a man's character, but it is to be remembered that this particular weakness no more affects his general disposition than a lump of black paint does a bucket of white. When it is stirred up and well mixed the paint still looks white, nor could you tell from its general appearance that any black had been added.

To turn then to the other side, the men have fine characteristics which far outweigh the aforesaid bit of black. Cheerfulness in difficulties is conspicuous, and in the toilsome march to Kumassi, in Lord Wolseley's campaign, I am told the lively sallies of the seamen helped to keep up everyone's spirits. Even when depressed they have a quaint way of putting their grievances. During the Egyptian campaign a Staff Officer rode up to a sailor who was staggering under a truss of hay; and putting the query to him: "What are you?" the man replied, "well I used to think I was a British bluejacket, but I'm d——d if I don't begin to think I'm a Commissary mule."

They are quick to recognize whether an officer knows his work, and if he does they respect him, even if he be unpopular. What they hate is an officer who nags at them, or is constantly disturbing them in the night watches without real necessity; and in the old sailing days when such a one got into a squall, the men would not help him as they would have done a man who they knew spared them as much as possible.

Thrown together for so long, and literally knocking up against each other, both on and off duty, officers get to know the individual character of every man in the ship, a circumstance which is of enormous advantage on occasions. As full of pluck as their predecessors of the old wars, they are the gentlest of nurses, and though their expressions may seem brusque to others, they are not taken so amongst themselves. A smallpox patient under my notice, whose chance of recovery seemed hopeless, was kept alive by eggs and brandy given every half-hour, and on administering another dose his topmate said, "Well, Bill, you may die, but I'm blowed if it will be for want of brandy."

A Man of-War has always seemed to me the most typical representation possible of a little kingdom. It is, or was before the days of telegraphs, an absolute monarchy. In this little Kingdom the Captain is completely "monarch of all he surveys," the Commander is his Prime Minister, the Paymaster his Chancellor of the Exchequer, the Marines form his Army, and Church and State go together when the Chaplain walks up and down the weather side of the quarter-deck with the Captain. The various Provinces are each adminstered by their respective heads, who report weekly or daily as the case may be, on their several departments. The whole system is division and sub-divsion of labour, arranged in such a way that if anything goes wrong, there is always some individual who can be called to account. This plan reduces friction and irritation to a minimum, though an occasional instance may occur like that of a ship's cook who, on receiving an unusual amount of badgering on account of the greasy state of the deck round his galley, vented his feelings after the mate of the deck had left him, in the following curious theological reflection—"Well! If there is as much humbugging about in the next world as there is in this, I hope I shall go to the one after that."

There is no doubt that in the Navy we have an enormous advantage in entering our recruits young and being able to train them up from boyhood. We have pretty well the length and breadth of the land to choose from as regards youngsters, and as long as they come up to the required standard, the rest is comparatively easy.

The boys join a training ship, and being well fed, and having plenty of healthy exercise and drill; constant but not irritating surveillance by the ship's police, and a sufficiency of leave, they quickly improve in physique, habits of discipline, and manliness, so that when they revisit their native place after their training they become the best possible advertisement for the Service.

I think it must have occurred to others besides myself that the abolition of masts and yards is gradually producing a change in the "make" of the men. If you "fell in" a hundred of those to-day you certainly would not see the same proportion of them whose build, as of yore, would impress you with the fact that they would make good "fore-top gallant yardsmen." Less going aloft, the use of winch handles, and dealing with heavy projectiles and weights seem to me to have resulted in broader and more thick-set specimens of men. It may be imaginary, but we know that different conditions of life do produce changes such as I have indicated. I believe also that just as the mechanic is superior in intellect and thought to the ploughman, who might be his brother, so is the bluejacket of the present day superior to his predecessor of fifty years ago.

The modern bluejacket is surrounded and partly responsible for deadly weapons, whose safety and efficiency depend on his understanding and delicate manipulation. Consequently the young seaman is a better scholar, and on occasions will lay down the law to his senior who is perhaps a better man in all other respects. Thus:—a small party having been told off to muster at a particular pump, the petty officer arrived first, his men following far too slowly for the old man's ideas of smartness. Thereupon the following conversation ensued:—

Petty Officer: "I say you fellers is very literary in coming to this ere pump."

Educated Seaman: "No Jack, you don't mean 'literary,' you mean dilatory."

Petty Officer: "Well, I don't know whether I means dilatory or whether I means literary, but what I means is, you don't seem to care a d—— whether you comes here or not."

In conclusion, it is only fair to say that my allusions to attempts at smuggling spirits refer to seamen of a former generation and not to those of the present day. During the Naval Exhibition of 1891, about 670 seamen and marines were employed at various times, and it is to their lasting credit that although let loose in London with temptations everywhere, and drink offered on all sides, the total punishment return for that number of men for the six months was—one man reprimanded and sent back to his ship; no other charge of any sort being brought against them.

I have headed this article "Men-of-War's Men," but I am not going outside the title in alluding to the Royal Marines.

No one appreciates the splendid qualities of these men more than Naval Officers whose lot is so much thrown in with them. They are absolutely trustworthy, remarkable for their adaptability, and their comradeship with the seamen is well known. As a rule there is nothing to which they will not turn their hands, from clear starching an officer's shirt to going aloft and furling the foresail in a small craft when shorthanded. It would be a loss much felt by any ship were the gallant "Joeys" taken away from her. As to the smartness of their drill I have seen a detachment put through after leaving Walmer, in such a manner as to draw from distinguished military men the opinion that they must have been at least two years in the ranks. The critics were astonished when told that these marines had only been enlisted about 8 or 9 months.

Of such are the Seamen and Marines of the present day, and I think the readers of this article will agree with me that in the hour of "storm and stress" the country may confidently rely upon them.

ALFRED JEPHSON.

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THE BRITISH SOLDIER IN INDIA,

BY

COLONEL W. HUGHES HALLETT, late Indian Staff Corps.

THE man who enlists in the British Army stands a very strong chance of doing some portion of his service in India, which includes Burmah, and a slight sketch of the sort of life he leads there may be interesting to those personally concerned in the matter. For it is a strange fact that, even at the close of the nineteenth century, the ignorance concerning the conditions which obtain in our great Eastern possession is still colossal. Perhaps this is principally due to the globe trotter, who never sees India in its real aspect and persists in inflicting on a long-suffering public his experiences of a false aspect. You cannot learn anything in a couple of months of the cold weather. Let us try and see facts as they are, though the sketch is necessarily imperfect.

The soldier, on reaching his station in India, finds himself housed in magnificent barracks, planned and built with all the improvements that science and experience can suggest for neutralizing the discomforts of the climate. Not only is there free ventilation all round the building, doors and windows being large and numerous, and nearly always open, but a broad verandah keeps the sun off the walls and forms a sort of buffer between the tempered light of the huge room and the glare outside. There is plenty of space between the beds, and a free play of air everywhere. Overhead hang rows of punkahs, which during the hot season are kept in monotonous swing by a staff of special coolies. The punkah was invented about the end of last century, but was not introduced into the barrack room till 1848. Our forefathers stood discomfort better than we do. Hard by are spacious bathrooms and lavatories, in which splashing goes on at all hours. The food is good, judging by the standard of the country, but it must be remembered that Indian beef and mutton are not English beef and mutton, nor indeed are they New Zealand. So also the vegetables are, as a rule, tasteless, though in some parts the more familiar English varieties thrive well, and nearly everywhere are to be found excellent native substitutes. The bread is often, and should be always, baked by the Commissariat Department, and is then first-rate—far better than that with which the officer has to content himself from the local manufacturer. The cooking is not done by the soldier himself as in England, but by natives, and since the Hindoo has a strong natural aptitude for the kitchen the comparative inferiority of most of the raw material is quite forgotten in the appetizing messes which come up to table. Commissariat draught beer is of undeniable quality.

Before leaving the subject of board and lodging, mention must be made of the various Regimental clubs and institutions, a most important feature in military life. Here is a well found library, with plenty of fiction, but also with a fair share of more solid matter; here are newspapers, both English and Indian. Here are billiard and bagatelle tables, and also chess, draughts, dominoes, and minor games. Here is a shop in which can be bought, at astonishing low prices, almost everything the soldier can possibly want, from bacon to buttons, from sardines to sewing cotton. It is Whiteley's on a small scale. Writing paper, walking sticks, matches, socks, tinned salmon, bootlaces, braces, ink, scissors, sausages, gloves, a thousand articles. They are obtained straight from England at wholesale prices and sold as cheap as possible. The convenience and advantage to the soldier are simply enormous, for he would otherwise be forced to buy very inferior articles at fancy prices from the local shopkeepers. Here is the Regimental theatre, which whenever well managed reaches a high level of success, and even when badly managed at least offers a brief change from everyday routine. Here are bars at which light refreshments are sold, at a minimum of profit, and to wash them down are tea, coffee, cocoa, and aerated drinks of all sorts, these last named being the product of the Regimental machine, an institution in small favour with the local manufacturer. And, lastly, hard by is the canteen, where the Sergeant in charge dispenses beer and spirits of unexceptionable quality.

In-door amusements naturally lead to out-door, and here we have fives courts, a cricket ground, and a football ground. Fives and cricket are very much a matter of fashion with regiments, more particularly the latter. Where two or three of the officers are keen their example is certain to be followed and a good eleven will soon be in shape, but in the absence of a lead the game is apt to languish. The truth is that the conditions of a tropical climate are against it. The playing hours of the day are exceptionally hot, and the turf is difficult to manage. Football is far more eagerly followed, and it can be played within the cooler hours of the evening and on any decently level bit of ground. But in addition to these games India offers to the soldier the chance of sport. It is easy and inexpensive to form a gun club, and permission to shoot is generally obtainable by men of good character. And, most interesting of all in connection with out-door sports, there is the monthly or fortnightly Gymkhana, with its multifarious and ingenious competitions.

Turning from play to work we shall find that life in the tropics is still pleasant. The labours of a private in the Infantry are light, unless there is a big inspection, or a special field day, or a camp of exercise, on hand. Drill nowadays is far more interesting than it used to be, and the long hours of rifle practice seem shorter now that they are devoted to a more intelligent end. The cavalry man and mounted artillery man are harder worked, but even a driver has plenty of time he can call his own. Sentries are in these days reduced to the minimum really required. Where one is needed, there one is placed; but the old fashion of planting them about on the slightest pretext has been abolished. The result is that the private of to-day has more nights in bed than his predecessors. This is a most important point, for probably the great amount of sentry duty was the main reason why soldiers used to age prematurely. Short service prevents comparisons in this respect, but I see no reason why a private under the present system should not be as young a man at forty as a civilian. Broken rest under the conditions of the guard-room was a terrible tax on the constitution when it occurred one night in three. Fatigue duties in India are little known. In brief, it may be said that the soldier has sufficient physical exercise to keep him in health without wearying him. He is exposed to the sun as little as possible, some people think too little. This, again, is a matter which varies, for the medical authorities have a powerful voice in it and doctors are traditionally given to differing. It is quite possible that too much cotton wool may defeat the object aimed at by securing a present immunity from sickness at the cost of much distress and suffering when the time comes for exposure and exertion on active service.

The private soldier and non-commissioned officer have their chances of regimental promotion in India as in England,

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and a smart, willing man is certain of advancement. But over and above this regular opportunity of bettering himself the soldier in India has plenty of outside avenues to success. There are swarms of appointments in what are known as the Departments, and if a man will but take the trouble to qualify for one, he will probably get it sooner or later. The regulations for admission to these Departments vary from time to time, as do their requirements, and it is not possible to specify; but they more or less employ soldiers for executive duties and the prizes they offer are good. So in many directions there is a fair field for the British soldier if he will but work. In these great Departments there is a practical certainty of promotion to the rank of warrant officer—provided, of course, that conduct and efficiency deserve it—and a warrant officer in India enjoys a very enviable position. But it must be clearly understood that these plums will not drop into a man's mouth. They are to be got by industry. India is essentially the country in which a man must work if he wishes to succeed. From the Viceroy down to the last joined subordinate of a minor department, industry in a very real sense is the rule and idleness the rare exception.

So far I have dwelt on the advantages of soldiering in India, and with an earnest desire to make the picture faithful. But India is a large country. The conditions differ immensely in the various stations. Life in the plains bears little resemblance to life at a hill station. The soldier may be sweltering in the nineties, or freezing on a Himalayan ridge. It is quite impossible, therefore, to do more than generalize. Again, the barrack and other accommodation is more advanced in one place than another, the facilities for comfort and amusement are sometimes elaborate, sometimes crude. But there is scarcely a station in which the library, and theatre, and coffee shop, will not be found in one form or another. And I think it may be asserted, without fear of contradiction, that the British soldier in India is well housed, well fed, well cared for in every way. Certainly the authorities in high places, and his own immediate officers, both combine to make him comfortable.

But now for the other side of the story, since in common with all stories there is another side. What are the disadvantages of life in India? Is there not more to be said against than in favour of it? Plainly, I think not. Whether India is desirable as a life-long residence is a very open question; but that it is decidedly a pleasant place for the half dozen years of early manhood which make up the modern soldier's term of service is an indisputable fact. The advantages outnumber and outweigh the disadvantages, which latter are in the case of the soldier only two. (The great objection to a long Indian career, that it separates a man from wife, children, and family, does not operate in the case of a bachelor who is only there for a few years). Let us consider these two disadvantages.

First, there is the question of health. It takes a long time to live down an evil reputation, and the general public judge the India of to-day as though it were the India of last century. It is supposed to be the natural home and breeding place of all sorts of horrible diseases, from cholera downwards. Vague terrors of sunstroke, malarial fever, or snake bite, trouble the mind and haunt the imagination. Well, India like other countries has its diseases, and very unpleasant they are, but under the vastly improved sanitary conditions of European life, and with the greater experience of the medical profession, it may reasonably be doubted whether health is not as good there as in England. Maladies which in this changeable climate, and in our crowded cities, carry off their thousands, scarcely find place in the hospital returns of the East. The great preservative against the diseases peculiar to the tropics is taking care of oneself. Now no precaution will avail against some of the ills of the flesh common to London, because the ordinarily daily routine necessarily throws a man into contact with crowds of his fellow creatures, and contagion and infection are the results. The person sitting next you in the underground, or in an omnibus, may send you to your grave. But malarial fever, and cholera, and typhoid, the worst enemies of the British soldier in India, may all be guarded against to this extent—that the chances of an attack from any one of them can be reduced to a minimum. Keep the head and stomach well covered, eat and drink in moderation, avoid country spirits, unripe fruit, and one or two other things any old hand will tell you about: take plenty of exercise, don't coddle yourself—and there will be little fear of troubling the doctor. But it is difficult to induce young men to listen to advice of this sort, and in ninety-nine cases out of a hundred knowledge is only bought by personal experience. That the Indian climate is kind to those who treat it fairly is easy enough of proof if the number of retired officers is borne in mind. These have all done thirty years and upwards in the country, and it would be strange, then, if there were any danger to the private soldier, who only goes out for a few years (unless he deliberately elects to stay longer), and who enjoys during that short visit a degree of comfort and protection against sickness such as Clive or Warren Hastings never dreamt of.

The second disadvantage is far more real. It consists in the monotony of existence for the European in India, a monotony which the wealthiest members of society do their best to mitigate at the big hill stations and in the Presidency towns—though not always with conspicuous success, since the very gaieties to which they fly for relief are themselves monotonous—but which outside those favoured spots reigns unchecked. If we come to examine into the cause of this monotony, from the point of view of the soldier, it will be found to arise in great measure from the lack of public amusements, entertainments, exhibitions, etc. There is to all intents and purposes no professional artist element in India; and therefore no concerts, no theatres, no music halls, beyond what the local amateur talent of the moment can supply. Amateur performances, however, are necessarily too spasmodic to constitute a real remedy for the evil. The result of all of which is that the soldier is apt to find the evening dull. He cannot always be reading in the library, and billiards after a time requires relief. Then again life during the day is devoid of that variety which any large English town will provide. There are no brilliantly lighted streets and shop windows; there is no continuous stream of gaily dressed women; there is no rattle of a thousand carriages and carts; no public houses gorgeous in paint and mirror. So the soldier strolls along with his "towny," and they compare India with England to the great disadvantage of the former. It is one routine day after day during the hot weather, and then a more interesting routine, but still a routine, day after day during the cold weather. There is no excitement beyond the visit of the Commander-in-Chief or a camp of exercise. And life becomes colourless. Yet the remedy is in truth simple and unfailing if one has but the courage to face it. It lies in work. There are so many outlets for energy in India that a man can almost always find a market for his industry, of whatever nature it may be. Once let him attract attention by showing there is something in him, and he will soon find employment that will drive away monotony.

Yes. India is a grand country to go to for a few years. And at the end of his tour it will be for the soldier to consider whether it is not worth the while to remain in it.

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Photo. by ELLIOTT & FRY, 55 & 56, Baker Street, W.

Field-Marshal Sir JOHN LINTORN SIMMONS, G.C.B.

FIELD-MARSHAL Sir JOHN LINTORN SIMMONS has a record of service coinciding exactly with the length of Her Majesty's reign, his distinguished career beginning in 1837, in which year he entered the Royal Engineers. The veteran Field-Marshal has played many parts. He helped to fortify the Canadian frontier; was with Omar Pasha at Silistria; and served before Sebastopol. Since then he has commanded the "Shop" at Woolwich, the School of Engineering at Chatham, and the Royal Engineers at Aldershot. After being Inspector-General of Fortifications, and Director of Works at the War Office, he concluded his active career as Governor of Malta. Sir LINTORN SIMMONS was made a Field-Marshal six years ago.

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MUSKETRY DRILL IN BARRACKS WITH THE COLDSTREAM GUARDS.

BEFORE the soldier goes to the ranges for rifle practice he is carefully instructed in the barrack square in everything that can possibly help forward his musketry training. To teach the elements of marksmanship, and train the arm, hand and eye to act together, an all-important preliminary, requires unremitting supervision and constant drilling. These men of the Coldstream Guards are under instruction in volley firing practice—with a view later on to the butts at Pirbright, and regimental work in the Long Valley during the Aldershot drill season.

A SQUAD OF THE COLDSTREAM GUARDS AT PHYSICAL DRILL.

PHYSICAL drill is a comparative innovation in our Service, and owes its introduction, in the first instance, to the short-service system, and the urgent necessity for "licking into shape" the young and immature recruits who nowadays find their way into the Army. These men belong to the Coldstream Guards, in their white undress jackets—a relic of the old white waistcoat that down to the days of William the Fourth every British soldier wore under his tunic.

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THE COMMANDER OF THE FIRST BRIGADE AT ALDERSHOT.

MAJOR-GENERAL H. M. BENGOUGH, C.B., who is shown in the foreground of our illustration, with his Aide-de-Camp and Brigade Major (shown a little to the rear), commands the First Brigade of the Aldershot Division under the Duke of Connaught. He has seen war service in Zululand, in command of a battalion of the Natal Native Contingent, and on the staff in Burmah, as Assistant Adjutant and Quarter-Master General; winning a brevet in the first campaign, and the C.B. in the second, and being in both expeditions mentioned in despatches. Our portrait was taken in January last on the occasion of a long-distance route march of the Aldershot Division, during a halt of the troops on the way home.

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NON-COMMISSIONED OFFICERS OF THE 9th LANCERS.

THE 9th (Queen's Royal) Lancers, the non-commissioned officers of which well-known regiment are here shown in undress uniform, have one of the best records of any cavalry corps in the Service. They were raised as Dragoons in the year 1715, and became Lancers after Waterloo. They fought under Wellington in Spain, and since then there is hardly a campaign in India in which the 9th Lancers have not borne a distinguished part. Their facings are scarlet, and plume black and white.

INDICTED BEFORE A BARRACK ROOM COURT MARTIAL.

THE unfortunate trooper of the Blues, who is seen in his shirt sleeves arraigned before his barrack room judges, opposite a sentry on temporary duty, as well as a prospective executioner, may or may not get off lightly according to circumstances. If an old offender against barrack-room law, he may be sentenced by the President of the Court—seated on the table with his helmet on—to anything from being tossed in a blanket to a ducking in the horse trough, possibly, even the headsman's axe:—to which *ultima ratio*, as we show on another page, the jurisdiction of the Court extends.

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THE EXTREME PENALTY OF BARRACK ROOM LAW.

THE malefactor who is here shown about to undergo the extreme penalty of the law as it is written in the Barrack Code of the Royal Horse Guards no doubt deserves his fate—at any rate in the less severe form which it will ultimately take. After trial, under conditions that we show on another page, he has been found guilty of returning to the barrack room late and noisy, and arousing his sleeping comrades. Somebody will have to pay for that little cask chalked "WHISKEY," that stands at the Presiding Judge's feet, and none more rightfully than the convicted evildoer, whether he likes it or not. Though the axe does fall in a manner, to do no bodily harm, the "executed" man in one way or another, in pocket as well as in pride, is made to smart for his misdoing. For a soldier to be the subject of his comrades' censure as expressed by indictment before a Barrack Room Court-martial is by no means all a joke

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COLONEL KINDER and the OFFICERS of the 2nd BATT. DEVONSHIRE REGT.

THE 2nd Battalion of the Devonshire Regiment, whose march through their native county last August will be long remembered in the West of England, is commanded by Colonel D. T. KINDER—who is shown with his dog in the centre of our illustration—an officer held in high regard by all ranks, and also at Army Headquarters, as the recent special extension of the term of his command shows. Our photograph was taken at the Citadel on Plymouth Hoe, last year, shortly before the regiment started on its memorable march. The facings of the regiment are white, and it bears as a badge the Castle of the City of Exeter, with the motto "Semper Fidelis."

THE ALDERSHOT MILITARY POLICE ESTABLISHMENT.

MILITARY Policemen are, of course, an essential establishment at all large camps and cantonments where soldiers are massed together, to keep order generally on all occasions by night or day, to patrol everywhere and prevent stray unauthorised persons approaching places where their presence is undesirable. At Aldershot, where our group was taken, the Military Police Establishment is drawn from men of good character in all the regiments in camp, and forms a large and important body, under the command of the Provost Marshal, Major J. L. EMERSON.

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Photo. by W. M CROCKETT, Plymouth. *Copyright.—HUDSON & KEARNS.*

THE MESS PLATE OF THE 2nd BATTALION DEVONSHIRE REGIMENT.

THE officers' mess of the 2nd Devon Regiment is well endowed with valuable pieces of plate, given on various occasions by officers of the regiment. Among these some of the most notable are: the large silver coffee tray shown on the sideboard, and the horse-head silver bowl in the centre of the table, presented by Lieut.-Colonel W. H. CROMPTON on promotion in 1870 and 1871; the Burmese bowl, at the near end of the table, presented by the officers of the 31st Madras Light Infantry in 1892 on the 2nd Devon leaving Burmah; and the Devon County Association Football Cup, won by the Battalion at Plymouth in 1894-5 (seen on the sideboard to the left of the coffee tray). On the walls are sporting trophies presented by different officers, and the present colours of the battalion taken into use on the 10th December, 1883, when the 2nd Devon was quartered at Umballa in the Punjaub.

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A DISMOUNTED LANCER AT A SKIRMISHING DISPLAY.

HERE we have a picture which will serve to remind many of our readers of the Military Displays at the Agricultural Hall, and to others will explain the kind of fighting which Dr. JAMESON'S troopers made with the Boers at Krugerdorp. It is a pretty idea, teaching a cavalry horse to lie down and serve as a living screen, from behind which his rider can fire in safety, and moreover, has its use in warfare. In the present instance the dismounted horseman (Rough-rider Corporal LONG, of the 17th Lancers) is one of a line of skirmishers ordered to use their carbines on foot, against an enemy whom they are unable to get at owing to the nature of intervening obstacles.

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THE NAVY & ARMY ILLUSTRATED.

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Photo. by JOHN SPENCE, Musselburgh.

ADMIRAL of the FLEET Sir ALEXANDER MILNE, BART., G.C.B., K.C.B.

THE veteran Admiral of the Fleet, Sir ALEXANDER MILNE, now in his ninetieth year, is a very distinguished member of an old naval family. He was born in the year after Trafalgar, and entered the Royal Navy under King George the Third in 1817. Sir ALEXANDER has held many important offices. He has served as Flag Captain at Devonport, Portsmouth, and in the Channel Squadron (with Sir CHARLES NAPIER), has been Commander-in-Chief on the North America and West Indies and the Mediterranean Stations, and has held office at the Admiralty, as a Naval Lord and as senior Naval Lord. He was Chairman of the Committee of the Jubilee Offering to the Queen from the Royal Navy and Royal Marines, attending at Windsor to make presentation personally to her Majesty. Sir ALEXANDER has been an Admiral of the Fleet since 1881.

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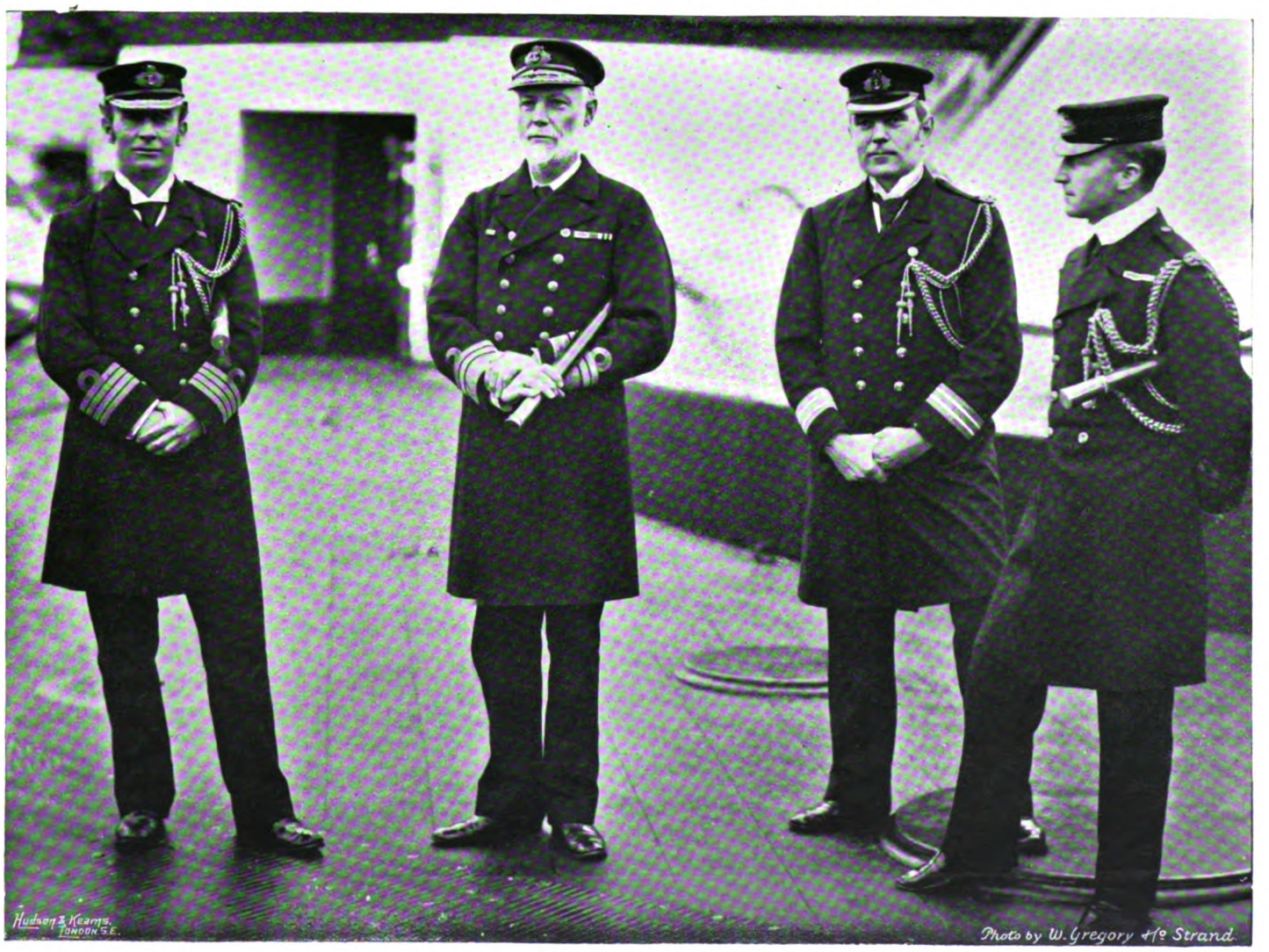
Commander R. B. COLMORE, of the "REVENGE."

COMMANDER REGINALD BLAYNEY COLMORE, of the "Revenge," served as First Lieutenant under Captain CURZON-HOWE (of the "Revenge,") in the "Cleopatra," on the North America and West Indies Station. With a landing party from his ship he protected the inhabitants of Bluefields, Nicaragua, in March, 1894, and it was only by his firmness that a serious outbreak was averted.

Commander H. P. WILLIAMS, of the "RESOLUTION."

COMMANDER HUGH PIGOT WILLIAMS, of the first-class battleship "Resolution," serving in the Channel Squadron, entered the Royal Navy in 1871, became Lieutenant in 1880, and Commander in 1893. The Commander in a modern battleship fills one of the most arduous of posts, and many ships carry two Commanders, the second for navigating duties.



THE ADMIRAL COMMANDING THE CHANNEL SQUADRON & HIS STAFF.

THE group of officers shown here comprise the Vice-Admiral in command of the Channel Squadron, Lord WALTER KERR and his staff. On the right of the group, and distinguishable by the four rings of lace on his sleeve, stands the flag captain, Captain ARTHUR BARROW, who commands the "Majestic," the senior flagship of the Squadron. Next him is the Vice-Admiral, with, on his left breast, the ribbons of his Russian War and Indian Mutiny (Shannon's Naval Brigade) medals, and on his right breast, ribbon of the Humane Society's medal, won when a lieutenant for saving a man's life in the Tagus. To the left of Lord WALTER stands his Secretary, and on the left of all stands Flag-Lieutenant DORMER. The captain, secretary, and flag-lieutenant all wear aiguillettes as staff officers.

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MORNING PRAYERS ON BOARD THE "MAGNIFICENT."

EVERY morning on board ship after the general daily muster of the company for inspection, the men assemble aft on the quarter-deck or the most spacious open space on board, for prayers. After the order "Off Caps," on which everyone uncovers, the chaplain reads the morning service, the men repeating the responses in a reverent and decorous manner. It is a very ancient custom, dating from the earliest days of the Royal Navy in Elizabeth's time, when it was also the usage of the sea to sing hymns and psalms at the changing of every watch. This usage of hymn and psalm singing lasted in the Navy till after the Restoration. In the last century, also prayers were often read before going into action.

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Photo. by Staff-Surgeon W. TAIT, M.B.

H.M.S. "CLEOPATRA," on duty as Senior Officer's Ship off Newfoundland.

HERE we have an incident of service in the Newfoundland division of the North America Station during the winter months. The ship is the cruiser "Cleopatra," at the time senior officer's ship, looking after the fisheries off Newfoundland, as the swallow-tailed pennant at the fore topmast head indicates. At the moment of photographing, the Cleopatras were at Church, as shown by the pennant below the ensign in the mizen rigging. The "Cleopatra," when off Newfoundland, was the ship of Captain the Hon. A. CURZON-HOWE, the present flag-captain in the Flying Squadron.

The "Skeleton" Crews of the Portsmouth Reserve Ships mustering for duty on board.

OUR picture shows an everyday incident in the Dockyards: the mustering after dinner of the skeleton crews to march on board the ships in reserve and look after the engines, guns and equipment. Every ship in reserve at the Dockyards has a proportion of her complement sent on board twice daily. In the photograph (taken at Portsmouth) the men in white working dress are seamen stokers and (in rear) marines. Those in blue (drawn up at the side) are stoker recruits going out for instruction in preliminary drill. On the right are some of the "A" reserve ships kept ready for sea; in the centre, in the background are storehouses where the stores for every ship in reserve are kept; on the left are the "Marlborough," "Duke of Wellington," "Hannibal," and "Asia," where are berthed the men of the Portsmouth Naval Depôt.

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ON THE FORECASTLE OF A MODERN BATTLESHIP.—UP ANCHOR!

WE are here on the forecastle of a modern first-class battleship (in this case the "Majestic") looking on at the operation of making fast an anchor after it has been got clear of the water—that is, bringing the anchor up from the hawse holes where the cable enters the ship, and "fishing" and securing it in its resting place on the ship's side. The actual operation that the group of bluejackets, seen in the photograph, are carrying out under our eyes, is the swinging out of the davit or derrick, which corresponds in modern vessels in its essential functions, to the Cat Head of olden time, to which the two bower anchors (one on each bow) were made fast and secured for sea or "Catted."

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H.M. CRUISER "BLAKE": PREPARING FOR SEA.

IN these days of mastless ships of war it is not often that one sees Jack aloft, except to man the Fighting Tops or when ordered on some special duty, such as we see some of the company of the cruiser "Blake" engaged on. The men seen on their way aloft and on the yards of the "Blake's" mizzen mast, have to fix down the "steaming covers" of canvas to protect the paint work aloft from the steam and smoke from the funnels as soon as the ship begins to get under way. Only quite recently a terrible mishap befel a bluejacket of the "Revenge" at Queenstown, who fell to the deck, while putting on covers on the maintopsail yard, and was killed.

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DRILL WITH THE 22-TON BOW GUN ON BOARD H.M. FIRST-CLASS CRUISER "GIBRALTAR."

WE have here a gun detachment of marines at drill with one of the heavy 22-ton breech-loaders of 9·2-inch bore, forming the principal armament of the first-class cruiser "Gibraltar," of the Flying Squadron. The "Gibraltar," like her seven sisters, carries two of these powerful pieces on the upper deck fore and aft, mounted singly behind thick steel shields, both gun and shield being constructed to revolve on a turntable, and being capable of training to bear on either broadside, and ahead or astern, as may be. Heavy as the 22-ton gun is it can be worked by hand, and can fire a shot a minute. The 22-ton gun, first mounted in the "Blake" and "Blenheim," is now the heaviest weapon mounted in British modern cruisers.

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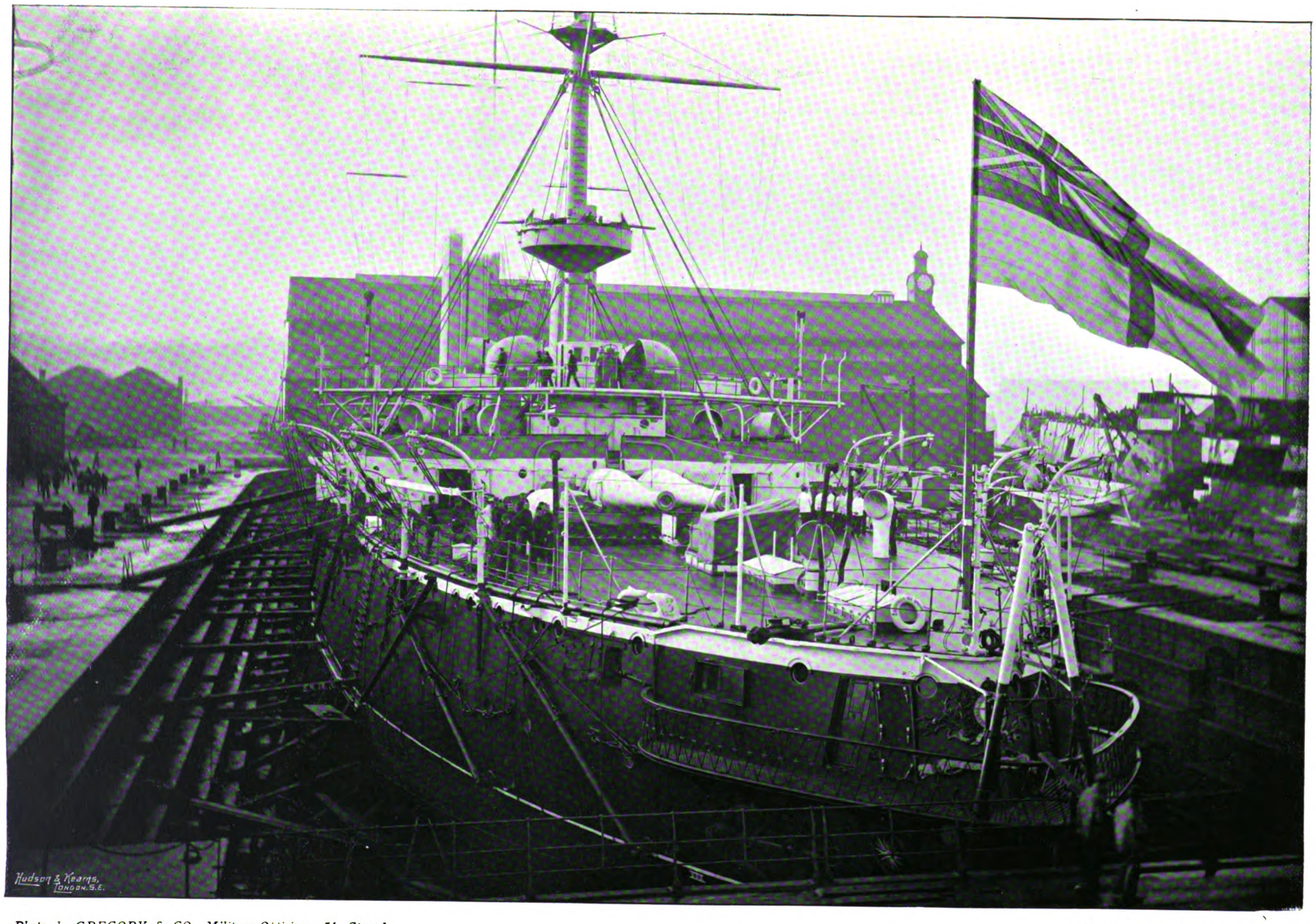

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H.M.S. "EMPRESS OF INDIA," OF THE CHANNEL SQUADRON, IN DOCK AT CHATHAM.

THE first-class battleship "Empress of India," of the Channel Squadron, which we here see as she lay in dock at Chatham Yard last December, belongs to the "Royal Sovereign" type of battleships, and was built under the Naval Defence Act of 1889. Her dimensions are—length, 380 ft.; breadth, 75 ft.; depth, 27½ ft. Speaking roughly, the ship may be taken to be about as long as four-fifths one side of Trafalgar Square and as broad as the Strand. One of the most pressing needs of the Navy, at present, is for more dock accommodation for our largest battleships (the "Empress of India" has seven sisters and the yet bigger "Majestic" has eight), and the attention of the Admiralty has for some time been turned to this deficiency

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TRIAL TRIPS: ANCIENT AND MODERN,

BY FLEET-ENGINEER R. C. OLDKNOW, Royal Navy.

PROBABLY when the ordinary tax-payer sees in his newspaper a paragraph headed "Trial of H.M.S. 'Nonsuch,'" unless he happens to take exceptional interest in naval matters, he passes it by as not likely to contain anything that he can possibly care about. He is not an engineer, and it is of little consequence to him, so he thinks, whether the vessel on her trial attained thirteen knots or thirty, both of which speeds have recently been recorded by new ships. There is, however, much in the accounts of trial trips, both old and new, to interest the general reader, who after all has to pay for both the ships and the machinery that propels them.

A trial trip of, say, thirty years ago was considered a much more important and exciting event than it is nowadays, even though the indicated horse-power was five times less at least, for the fuss made over it was certainly five times greater.

To begin with, the army of experts and authorities was enormous. If it was an important trial, the Admiralty sent down one, or possibly two, representatives of their engineering staff, while the engineers of the Steam Reserve and of the Dockyard watched each other, sometimes like jealous dogs. The contractors for the machinery, who were very rarely in those days the builders of the ship, had perhaps had a preliminary spin beforehand, but it was generally alongside one of the Dockyards, and always at a very moderate speed. The trial to be conducted by the Government Authorities was the all-important event. And it did not always come off at the first, or even the second attempt. Now it never fails to do so.

No doubt the main reason for this change lies in the improvement of workmanship. Men are cleverer at the manipulation of tools; machines for the execution of work are much more accurate; greater pains are taken with the most important matters of all:—the correct placing of the engines in the ship, and the laying of their main shafting in an absolutely straight line. When this is done, the engines work well; when it isn't, they don't.

Thus, when twenty years ago a number of corvettes, which would now be styled third-class cruisers, known from their names "Ruby," "Garnet," and so on, as the "Gem" class, were ordered for the Navy, all of them gave an exceeding deal of trouble excepting one, the "Emerald." With this ship (she being the first man-of-war the contractors for her machinery had to provide engines for) extra trouble was taken, and during her two commissions in Australia and North America I do not believe her chief engineer ever had any anxiety as to her performances under steam.

In the old days, though the machinery was so simple—and by old days I mean as late as a quarter of a century ago—a trial trip was considered a much more serious matter by the contractors than it is now. On more than half the occasions the trial was not successful and had to be repeated, generally on account of the failure of some small detail of the auxiliary machinery. At sea, on active service, this would not perhaps have mattered much, or it could have been put to rights by the ship's people and from her own resources, but it vitiated a trial where every pound of steam, every half a revolution of the engines was of importance.

Nowadays speed is maintained by lightly and carefully-constructed machinery, into whose composition scarcely an ounce of useless weight or strength is introduced, and that, with the vastly increased speed demanded and obtained in our fighting ships, has caused a much greater speed of revolutions of the engines, and a much greater generation of steam from the boilers at much higher pressures. This was accomplished first of all by the application of forced draught to boilers of the older types, which were gradually brought lighter and lighter in their scantlings, until a point was reached when a little extra forcing broke them down altogether, and latterly by a complete change in the type of boiler.

In the old slow-moving single-screw engines, with ample engine-rooms and broad and expansive platforms, one could move about with comparative ease and comfort, and stoking in the long galleried fire rooms with an avenue of boilers was quite a luxurious occupation compared with what it is at the present day. There were no little dark dens of air-locks between the engine and boiler rooms, hermetically closed under forced draught, where when one got inside it was a task of great difficulty to let one's self out again, because the handle of the door jammed or you could not get hold of it in the dark; there were no forced draught air engines whizzing around overhead at 400 or 500 revolutions per minute, stirring up an atmosphere of stifling coal dust, and making such a humming din that, save for the dust, one might almost imagine he was living inside a Salvation Army big drum; no cramped stokeholds with scarce room enough for the stokers to work their fireirons when slicing and pricking their fires, but ample room for all with, very often, the light and breath of Heaven to assist them in their work.

If a tube burst in those days—but it never did—all hands could safely retreat, whereas if such an accident happens nowadays, and it has happened more than once, there is a very good chance of the stokehold crew being cooked in a hermetically sealed steel box

In the old horizontal slow-revolving engines one could inspect all the working parts from the platforms alone, and access to the parts for lubrication was a matter of ease; to-day with the rapidly moving twin-screw engines, which go round so quickly that it is almost impossible for the eye to count their revolutions, one walks about, particularly in the small craft, in an atmosphere of grease and water service, which is churned into a very Catherine wheel by the swiftly turning shafting, and sea-boots and a waterproof suit are as much needed on the engine room platform of a torpedo gunboat or destroyer as they are on the bridge in a gale of wind.

Engines which develop from 4,000 to 6,000 indicated horse power, which are contained in an engine room of limited dimensions, say 15 to 20 feet long, 8 feet high, and 6 to 8 feet broad, are not the easiest and cleanest things in the world to handle; and when, in addition to the main engines, all sorts of auxiliary machinery and pumps are found to be crammed about in odd corners, and machinery of a type that had no existence in the days when steam propulsion itself was a mere auxiliary to the ship, it will be seen that the conduct of a modern trial trip differs considerably from that of years gone by.

In those days there was an ample water supply for the boilers, for sea water was used, and the sea directly supplied all that was needed. In a modern trial trip large supplies of fresh water have to be carried on board in feed reserve tanks, and if by any chance there are leaks in the boiler tubes, or more waste from joints than the condensers and evaporators can make up, the water is pumped from these feed tanks into the boiler; for nowadays with forced draught—only used on trial

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trips in large ships be it remembered—and with such high rates of combustion and intense heat in the furnaces, it is of the utmost consequence that all heating surfaces of the boilers should be absolutely clean, free from salt, scale, or deposit of any kind, and that the water fed into the boilers should therefore be absolutely pure.

Yet there are two sides to this question. The whizzing of forced draught air engines is only heard in swift small craft. It is seldom or never used after the trial trip in battleships or large cruisers. The "Vulcan," only the other day, proceeded, when she had been one year and nine months in commission, from Volo to Malta on a forty-eight hours' trial, during which she put in 850 miles, with natural draught only, which gave her a speed of 17·75 knots, and she averaged 30 more horse-power than she attained on her trial trip, and this with her own stokers only.

The managing director of one of our most celebrated marine engineering firms told me that, even on a trial trip, water is very seldom used now on the bearings of large engines, and oil only in small quantities. This is ascribed entirely to the improvements which have been reached in workmanship.

Compare with this the account given of a modern contractor's trial trip by an American writer in *Cassier's Magazine*, for March, 1895. He says that when the captain moves the handle of the engine-room telegraph indicating thereby that he means full speed, the brown smoke that was rising lazily from the funnels turns darker and increases in volume. "Now smoke, thick and black, is pouring from the funnels in great clouds, showing that the boiler fires are being urged fiercely." There was a time when this would have been true even of an English trial, but the use of North country coal has been abolished in the Navy, and only nearly smokeless Welsh coal is now employed. Formerly political requirements induced the Admiralty to order the use of "Baxter's mixture," two-thirds Welsh and one-third North country, so called from the then Secretary to the Admiralty, member for Dundee; but various Admirals, including Sir William Dowell and the Duke of Edinburgh, protested so loudly and forcibly against the difficulty and probable danger of carrying out steam evolutions amidst clouds of smoke, which sometimes made the ships invisible to each other, that at length the Admiralty gave in, and North country coal was known in the Navy no more.

Mr. Sicard, the American writer spoken of above, says that as the visitor descends by a long narrow ladder towards the engine room, a strange grinding roar, accentuated at regular intervals, reaches him; as he starts down the ladder the air becomes hot and sickly, reeking with the smell of oil and steam. Going down a short distance he comes to the first platform, a light iron grating around the upper part of the engines, near the cylinders. Here men are stationed at the indicators—instruments which trace upon small slips of paper, diagrams showing at a glance the action of the steam within the cylinders to which they are attached, and from these cards the horse-power developed by the engines is rapidly and easily calculated from time to time as the run goes on.

Continuing down the slippery steps, the visitor soon reaches the engine-room floor. The engineer stands near at the handle of the throttle-valve, now and then opening or closing it occasionally, guided by the indications of the steam-gauge. Above tower the great engines, one on each side of the ship, separated by a water-tight bulkhead. The cranks set at different angles seem to fly in every direction, and the cylinders tremble and shake with every stroke of the pistons and the force of the mighty energy imprisoned within.

The engineer's "force" is everywhere; men with great syringes for squirting oil on the flying crossheads; men with oil-cans for the smaller gear; men reaching down and feeling crank-pins; men climbing up and feeling crossheads; men at the pumps, the bearings, everywhere. The engine-room is a perfect maze of copper pipes and machinery. Pumps seem to be all about, some working constantly, others standing idle at the moment, but in cases of emergency ready to be run at an instant's notice. If a bearing becomes heated, excitement runs high in the engine-rooms. Water pours in torrents on the heated parts, and as it strikes the flying engines is thrown in all directions. The engine-room floor swims with oil and water, and the oil thus thrown upon the cold water pipes congeals and completely covers them, looking like snow upon the trees after a heavy storm.

In the stokeholds the huge furnaces fairly devour coal; and when for the purpose of feeding in more the furnace doors are opened, throwing a red glare through the room, we can see the white-hot fuel heaped clear to the crown of the furnace, and the flames that leap halfway up to the smoke-stack rush wildly out, impelled by the 10,000 cubic feet of air per minute furnished by the fans, which we hear spinning overhead with a steady whir.

The amount of coal burned by a large vessel running at full speed is almost incredible. Some of the great Atlantic liners burn from 350 to 400 tons per day, and some of the large men-of-war, were they to run constantly at full speed, would burn nearly as much.

Now the above graphic description of Mr. Sicard's is, in the main, only true of American trials nowadays, twenty-five years ago it would have been a perfectly accurate account of English ones. But times and things are altered now, and the use of water is all but unknown in the engine-room of a British battleship or cruiser running even at her highest speed.

This is undoubtedly, as I said above, the consequence of improved workmanship. In such ships as the destroyers "Daring," or "Hornet," the scantling of the hull is too light to afford sufficient support to their engines running at full power, and water, consequently, has to be employed, but in very small quantity. It would appear therefore that our workmanship is better now than that of the United States, and I have no doubt but that it is.

I ought to give a few words in a paper such as this to the responsibility of the chief engineer of a modern fighting ship before she goes on her trial trip. He has to satisfy himself that the machinery is in all respects fit to be put under steam, and he has to certify that this is the case and make himself responsible that all is safe. Thus, on lighting fires and raising steam, all the pumping and other auxiliary engines are tried. The various data are taken periodically, usually every half-hour. These are, steam pressures at engines and boilers, revolutions of engines, air pressure in stokeholds, coal consumption, indicated horse-power, temperature of feed water, with any remarks as to the performance of any part of the machinery.

Even in large ships the engine-rooms under way are simply to the uninitiated a crazy net work of quickly revolving flashing rods and shafts and a maze of platforms, pipes, and pillars. In the olden times the 6,000 horse-power engines of the "Minotaur," and "Agincourt," propelled the ship at her maximum speed with, say, 50 revolutions; now, we have engines of four times the power making double the number of revolutions.

REGINALD C. OLDKNOW.

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THE CUISINE OF THE ARMY,

BY HERBERT ARTHUR JONES.

MANY things of late years have been done to popularise the British Army, but it is more than possible that nothing has conduced so much to make military service attractive as the improvements that have been made in quite recent years in the messing of the rank and file. True, it is the improved barrack accommodation, better clothing, and the abolition of many unnecessary ceremonial duties, combined with a more rational treatment of individuals and the teaching that soldiers are thinking human beings, rather than mere automata, have had their effects, but it is far more likely that the adoption by the military authorities of the view so tersely expressed in the well-known expression, "Feed the Brute," has contributed more extensively than anything else to the present satisfactory condition of recruiting in Great Britain. Despite the gradual expansion of the knowledge of the actual conditions of Army life which is going on, it is unfortunately not yet too much to say that there are but few matters upon which there is more misconception or popular error than that which exists in the public mind with regard to the feeding and housing of the Tommy Atkinses of to-day. It is perfectly true that in times past, and not many years gone by either, that the domestic conditions which held in the British Army constituted a grave scandal. Happily these are now but recollections of circumstances, the like of which can never occur again.

With one single exception, the improvements that have been effected in the internal economy of the Army in recent years, have involved considerable demands upon the public purse. The single exception has been in the case of the messing of the men. Not only are the ration tables now of first-class excellence, and of almost endless variety—a variety far beyond anything that men of the same class as the majority of those in the Army could hope for in civil life—but such a saving is now effected that it is possible by the sale of what is known as "refuse," to provide on every day of the year such luxuries, dainties and delicacies, as were never dreamed of a short time ago.

The whole secret of the matter lies in the intelligent system of cooking which is now practised. The credit of introducing these innovations must be accorded to Major-General C. J. Burnett, who so recently left the War Office, where he performed a tour of duty in the Quartermaster-General's department, to take over the command of the Military District which has its Headquarters at Colchester. Lieut.-Colonel Burnett, as he then was, began seriously to study the question of the messing of the Soldier when he took over the command of his Battalion of the Irish Rifles. At the time the cry was rampant for an increased rate of pay for the rank and file of the Army, and much as the gallant officer would have liked to see every man receive a clear shilling a day, independent of all stoppages, he realized that there was little hope that the increase would be granted, as it would incur an additional expenditure of about £400,000 a year.

The next best thing in such circumstances was to discover where it was possible to improve the existing condition of things, and with this object in view he determined to turn his attention to the question of the soldiers' diet. Previous observation had convinced him that as things were then conducted there was a great amount of waste, that materials were not as a rule sufficiently well cooked, and that nothing like the best was made of what there was. Patient enquiries were made, and step by step a gradual improvement effected in the Battalion of the Irish Rifles, which had the good fortune to be commanded by Colonel Burnett. The object of the investigations were set forth as being with a view of assisting officers and others "to reorganise the messing of the soldier, to improve the cooking of his ration, and to vary and increase his scale of diet." The government ration, whilst soldiers are quartered in barracks, is one pound of bread, and three-quarters of a pound of meat (including bone) a day. All other necessaries, which are termed "Groceries," have to be provided by the soldier himself out of his "shilling a day."

It is no overstatement of fact to say that, until the new movement set in, all the year round the meals of the great majority of the men consisted of a bowl of tea for breakfast, beef and potatoes for dinner, and more tea and bread in the evening, the latter dry and unpalatable in consequence of its having been drawn before breakfast. A man happening to be "flush" of funds occasionally might vary the diurnal monotony with a little butter, or at times, usually far apart, with a bloater. Careful oversight and attention led Colonel Burnett and those associated with him to conclude that properly issued and cooked, the bread and meat rations were ample, and not only ample but also if economically treated, and, if the term be permitted, the bye-products carefully collected, sufficient to provide a variety of dishes that hitherto were unheard of.

On the termination of his Battalion command, Colonel Burnett became an Assistant Adjutant-General at Aldershot. From Sir Evelyn Wood he received the greatest sympathy in his work, and every encouragement to develop his ideas on military cookery. With the assistance of Brigade-Surgeon Lieut.-Col. Notter, Professor of Military Hygiene at Netley, vital changes were rapidly effected; the bread ration was issued to the men twice a day instead of all before breakfast, and the doctrine of the stock pot and the dripping pan firmly asserted. Permanence was given to the movement by the establishment at Aldershot of the Army School of Cookery, to which a number of men are continuously being drafted from the different regiments in the Service for instruction under Sergeant-Major Thompson. On the conclusion of the course, these men return to their regiments, and in this way each unit enjoys the advantage of the services of a thoroughly trained master cook and a number of competent assistants.

The regimental stock pot provides good soups and gravies, and into it are cast all the available pieces of bone and unissued scraps of meat. The dripping pan provides the fatty element necessary for pies and puddings, and also an excellent substitute for butter, and it is surprising how valuable the dripping pan becomes in a really well-messed regiment. The surplus can generally be sold, and when this is done the amount realised is placed to the credit of the messing fund—*it does not become the perquisite of anyone.* In a certain infantry battalion in a given period of three months, during which period the number of men in mess varied between 342 and 592 per day, the profit from the sale of dripping was £3 14s. 9d. During the time stated the amount of dripping saved was 1,344½ lbs., of which 1,120¾ lbs. was issued free to Companies, and the surplus sold, realising the sum named.

The stoppages for "groceries" to-day do not exceed threepence per man per day. In some cases it is a fraction less. In order to afford civilian readers an idea of the variety and quality of the messing in the Army in these days I will take haphazard a weekly diet sheet from two battalions, one whilst lying under canvas at a camp of exercise in the North of England, and the other whilst quartered in barracks at Aldershot. It can readily be imagined that field cookery is a

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much more difficult matter than cookery in barracks with the excellently appointed cook-houses that are now provided.

To take the field-sheet first, the meals in the week were as follow:—Breakfast—Tea and bread every morning; in addition, Sunday, brawn and dripping; Monday, cheese and spring onions; Tuesday, butter; Wednesday, corned beef and pickles; Thursday, cheese and spring onions; Friday, butter; Saturday, bacon and eggs. Dinner, potatoes every day—Sunday, roast meat and Yorkshire pudding, pea soup; Monday, sea pies; Tuesday, meat pies and jam rolls; Wednesday, steamed meat, peas, and currant rolls; Thursday, baked meat, haricot beans, and treacle pudding; Friday, steamed meat, peas, and rice pudding; Saturday, meat pies, tapioca pudding. With tea—Sunday, butter; Monday, marmalade; Tuesday, dripping and lettuce; Wednesday, butter; Thursday, jam; Friday, dripping and spring onions; Saturday, butter.

In barracks the variety was as here stated:—Breakfast—Tea and bread every morning; in addition, Sunday, butter; Monday, bacon; Tuesday, fish; Wednesday, butter; Thursday, fish; Friday, jam; Saturday, eggs and bacon. Dinner—Sunday, baked meat and potatoes, tapioca pudding; Monday, Irish stew and currant rolls; Tuesday, meat pies and potatoes, plum pudding; Wednesday, steamed meat with haricot beans and potatoes, rice pudding; Thursday, roast meat, Yorkshire pudding and potatoes, lentil soup; Friday, baked meat and potatoes, plain raisin pudding; Saturday, meat pudding and potatoes, pea soup. Tea—Sunday, tea and butter; Monday, tea and jam; Tuesday, tea and dripping; Wednesday, tea and butter; Thursday, tea and fish; Friday, tea and dripping; Saturday, tea and butter. From these sheets it will be acknowledged that the variety of dishes which was aimed at is almost as fully attained as it is perhaps possible to imagine.

A visit to the Army School of Cookery is very interesting. Its motto, the visitor is informed, is "Skim, simmer, and scour," three excellent maxims it will be acknowledged when applied to cookery. There are three kitchens used for the various operations, and a store room from which the dripping and groceries are issued. In each kitchen an Instructor superintends operations, and instructs the men who join for a four months' course. Field cookery is also a part of the course, and in addition there are classes for the instruction of soldiers' wives in domestic cookery and household management, which have been productive of very substantial advantages.

In the Station Companies of the Army Service Corps at Woolwich an altogether novel system of messing prevails. It is nothing short of the establishment of a restaurant or a club, where members of the Corps can sup or dine *a la carte* in precisely the same manner as the people do in St. James's or Piccadilly. This system, however, has many disadvantages. It does not in the first place ensure that the men are regularly and consistently fed upon bone and muscle making viands. Again, it panders to the fancies and "vain imaginings" to which we are all more or less prone. In private life a man has a perfect right to feed himself as he likes, within his means, but in the Army the case is different.

The strength of a chain is that of its weakest link, and unless our soldiers are consistently and properly fed, the chain of which they form a part, will be made up of links of many strengths upon which but little reliance can be placed. Another serious flaw in the restaurant system as applied to the messing of the soldier is that wherever it is practiced non-commissioned officers of Companies will have little or no opportunity of keeping messing sheets or returns which would lead to endless complication and inconvenience whenever their units were brought into Brigade or Division for manœuvres or such like. I have, however, heard that the days of the restaurant system even at Woolwich are numbered, or practically so.

The principle of first treating a person from whom something was subsequently to be asked to a good meal, has often been acted upon, and not infrequently, as most people know, with success. Before the introduction of the present system of messing in the Army, it was not an uncommon thing for the officers of a regiment to put their hands in their pockets and provide the means for a substantial breakfast with an "extra" on the morning of field days or when any unusual effort was required of their men. Those were the days when the life of the soldier was for the most part spent on the barrack square, and field training the exception rather than the rule. Nowadays we have the reverse of that picture, and if officers were to put their hands into their pockets to find an "extra" for their men's breakfasts on field days or those upon which there are long marching practices, they would have to do so about four times a week. This would be a tax upon officers which they ought not to be expected to pay. The rational system of cookery now in vogue has relieved them of such a possibility, and following that, the men feel themselves more independent in the knowledge that what they now have is their own by right, and that they are not the recipients of the charity of their officers or anyone else.

Although, perhaps, the subject does not strictly come within the scope of such an article as this, it will, I venture to think, not be very much out of place to refer for a moment to the present barrack canteens. At all stations, and even when Corps are on the march or in camp, there are what are known as both "wet" and "dry" canteens. The former are what popular imagination would readily conceive them to be, except in the important particular that the drink is good and that it is sold at a very much lower price than is usual in civil quarters. The "dry" canteen, however, might more correctly be described as the "coffee and grocery bar." Every inducement is placed in the way of men using this canteen instead of the "wet" one. In modern barracks, such as, for instance, those in the Stanhope Lines at Aldershot, the furnishing of the one is much more ornate and complete than the other. At night excellent suppers can be obtained in the "dry" canteens for a few pence. Soup, snacks of fish, cold meat, bread and cheese, and other things are always ready. These places are under active but not oppressive or irritating supervision. Their tone is all that can be desired, and it is extremely gratifying to find that the men thoroughly appreciate the conditions of life in which they now find themselves. The present short-service men, however, are unable to realise the change that has taken place, and now to realise it fully one has to observe the bewilderment of retired soldiers on the occasion of a visit to one of the new barracks, as was my experience last summer when a certain regiment was presented with new colours at Aldershot. To witness the ceremony two be-medaled Crimean veterans had journeyed from the Midlands. Afterwards they were entertained by the sergeants and shown over the men's quarters. They had heard a great deal of the altered conditions of life in barracks since their own days, but they were not prepared to see so much as they were shown. One of the veterans claimed it was the hard life he led that made the old soldier what he was as a fighting man, and claimed that men brought up, and as he was pleased to call "pampered" as they now are, would not equal in deeds those who went before them. Well! Time alone can tell.

The lot of the young soldiers of to-day is very different to that of their predecessors twelve or fifteen years ago, and it would appear from the disposition they evince, in increasing numbers, to extend the period of their original enlistment and make the Army a life's business rather than a temporary expedient, that there is much more philosophy than is at first noticeable in the maxim of the young lady who held that one of the best ways to induce men to return to their homes and to stay there when they arrived, until a genuine cause took them abroad again, was to "feed the brutes" whilst they remained.

H. A. JONES.

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THE CONSTABLE OF THE TOWER.

IT is as long ago as sixty-three years since Sir DANIEL LYSONS, then eighteen, entered the Army as an ensign in the First Royals. He saw his first service in Canada in the "thirties," at the time of the rebellion, a period of which, in his recently published reminiscences, Sir DANIEL has many stirring tales to tell. Between that and war service before the enemy in the Crimea, came a long spell of duty in America and the West Indies. In 1861, Sir DANIEL was again in Canada, charged with organizing the Canadian Militia in connection with the Trent affair. Sir DANIEL LYSONS in 1880 was appointed to the Aldershot Command, and six years ago he was made Constable of the Tower. In his day "Dodgy Dan," as he used to be called, was considered second to none as a tactician. He is Colonel of the "Sherwood Foresters."

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SQUADRON-CORPORAL-MAJOR 1st LIFE GUARDS AND STANDARD.

DOWN to 1834 every British cavalry regiment had its own "squadron standard"—one to each of the squadrons comprising the regiment,—a survival from the old feudal days when each leader brought his separate band of followers to join the general muster of horse. Squadron standards were, in 1834, done away with throughout the Service, except in the Household Cavalry, where the tradition of the historic distinction is still preserved. Squadron-Corporal-Major, the senior grade of non-commissioned rank in each squadron is also a historic survival. The Household Cavalry know no "Sergeants," maintaining instead the historic and older term "Corporal," for all non-commissioned grades.

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THE "DRUMS OF HORSE" OF THE 3rd KING'S OWN HUSSARS.

THE 3rd Hussars possess the unique distinction in her Majesty's Army of being allowed an extra kettle drummer and drum-horse, a mark of special honour conferred on the gallant regiment on Christmas Day 1778—a hundred and eighteen years ago—by King George the Third. The kettle drummer receives a special rate of pay and wears the uniform of a sergeant of Hussars, with a silver collar engraved with military devices, a gift presented to the regiment in the year 1772 by the wife of the then Colonel of the 3rd Dragoons, the Hon. CHARLES FITZROY (afterwards LORD SOUTHAMPTON). The silver kettle drums of the regiment have also a unique interest. They were captured at the sword's point, under the eyes of King George the Second, by the ancestors of the 3rd King's Own Hussars, the old 3rd Dragoons aforesaid, on the battlefield of Dettingen in 1743.

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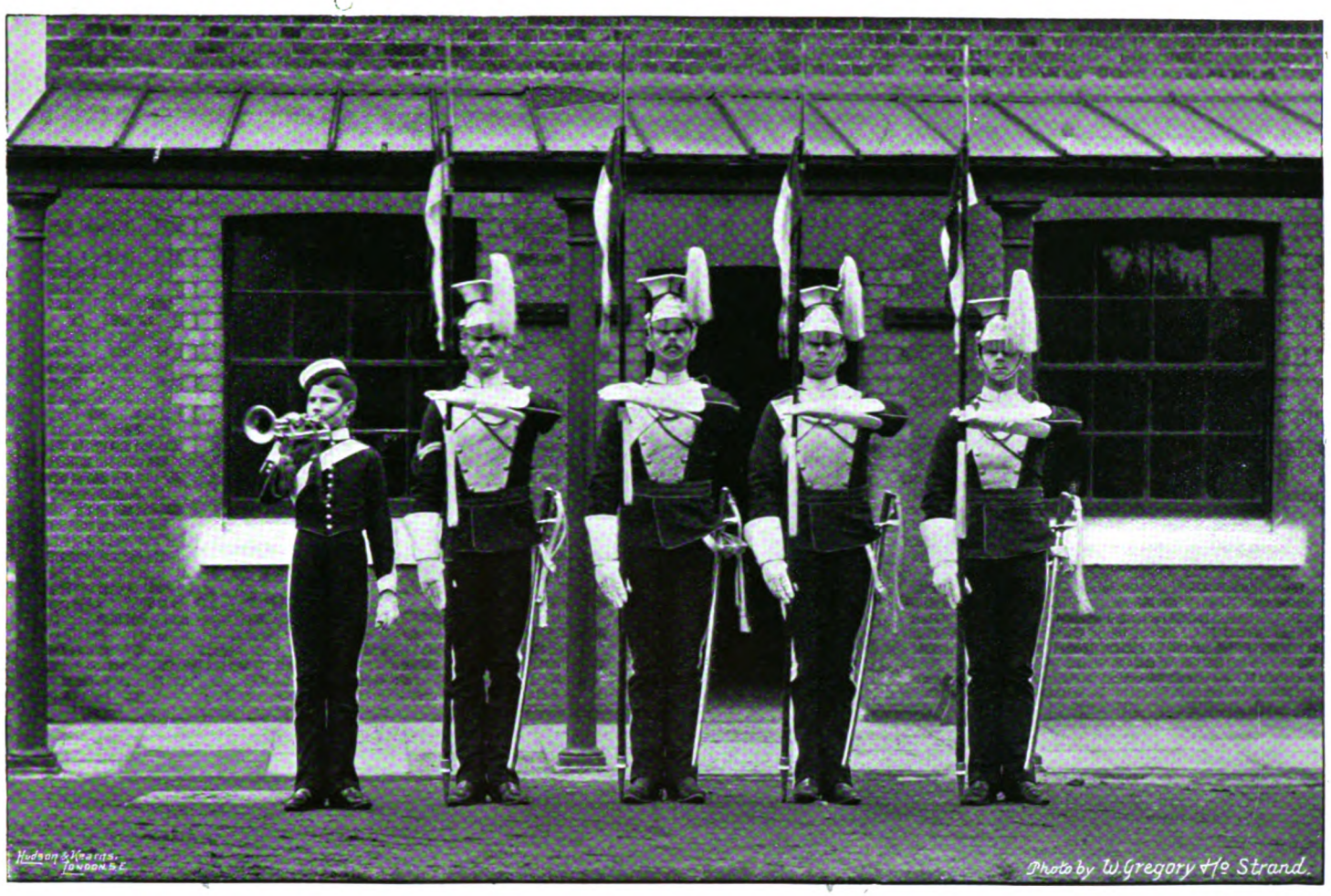

THE GUARD OF THE 17th (Duke of Cambridge's Own) LANCERS.

HERE we have a turn out of the regimental guard of the 17th Lancers, taken one day on duty at Hounslow Barracks, where the famous "Death or Glory Boys" were quartered. The guard here shown consists of three troopers and a corporal, on the right of the party, with a trumpeter boy in undress. Hardly another regiment in the Queen's Service makes so effective a display on parade as do the 17th Lancers, with their blue uniforms and white facings—white plastron on the chest of the tunic, white plume and square top to the cap, double white trouser stripes, and bright white and red lance pennons. The 17th Lancers are now quartered at Leeds

The Warrant Officers, Sergeants and Staff-Sergeants of the 2nd Batt. Devonshire Regiment.

THE central figure shown in the foreground of this group of the Warrant Officers, Staff-Sergeants, and Sergeants of the 2nd Battalion Devonshire Regiment, is Sergeant-Major KING, the senior Warrant Officer of the Battalion. He has now been appointed to the Regimental Depôt at Exeter, and his place is held by Sergeant Instructor of Musketry CONNETT, who sits on the right between Sergeant-Major KING and Bandmaster BAMPTON. Among other Staff-Sergeants shown are Quarter-Master Sergeants ADAMS (Orderly Room Clerk) and DYER, Band-Sergeant JONES, with Colour-Sergeants GRUBB and JONES, two members of the regiment well known as organizers of sport.

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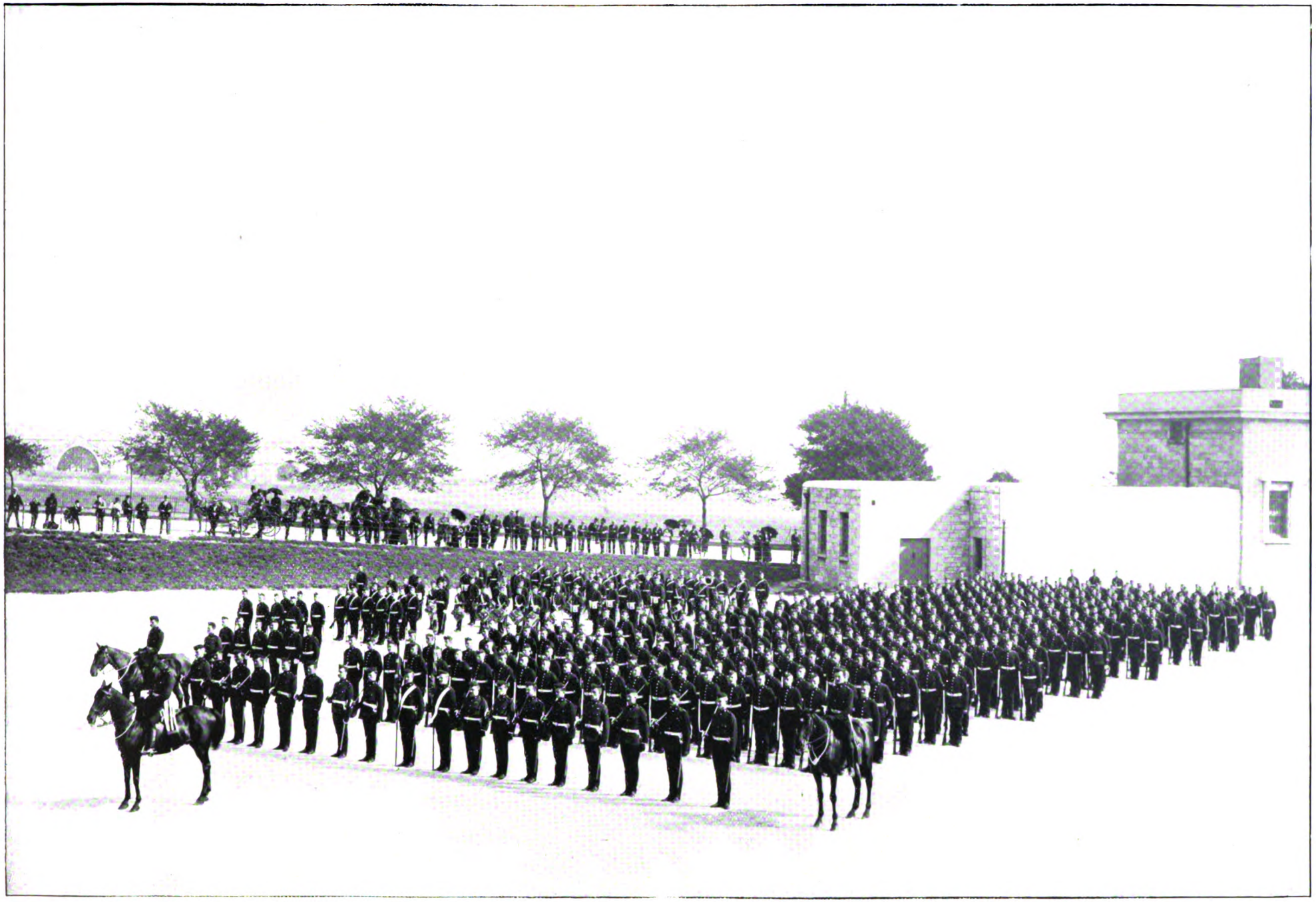

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THE 2nd ROYAL BERKSHIRE ON PARADE AT RAGLAN BARRACKS.

THE 2nd Battalion of the Royal Berkshire Regiment here shown on parade at Raglan Barracks, Devonport, with their commanding officer, Colonel J. G. PONSONBY at their head, was up to 1881 the "old 66th," of famous memory for services all over the world. It fought with great distinction in nearly all Wellington's battles in the Peninsula, and helped to keep sentry over Napoleon at St. Helena, attending as the guard of honour at Napoleon's funeral in the Island. In 1880 it was present at the disastrous battle of Maiwand in Afghanistan, and a victim to the faults of others, showed, after a heroic stand against fearful odds, how British soldiers die while upholding the honour of their country. As a Royal Regiment their facings are Royal Blue.

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STAFF-CORPORAL-FARRIER 1st LIFE GUARDS:—A Historic Survival.

IN the peculiar uniform and equipment of the Farriers of the Life Guards—blue tunic, black plume and axe—we have preserved a unique and very interesting historic reminder of the old British Army of the days of Wolfe. Every cavalry regiment in the Army—omitting of course the "Blues," the Royal Horse Guards—originally wore scarlet for all ranks, except the Farriers. The Farriers were garbed invariably in sombre blue and bore axes, worn at the side, like the swords of their comrades. When on parade, the troopers drew swords, the Farriers drew axes and carried them, as shown in the photograph, at the "Advance." As nowadays in all our cavalry regiments except the Life Guards, the Farriers dress like their comrades in regimental uniform. Our illustration has a special historic significance.

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SADDLERS OF THE 17th LANCERS AT WORK.

HOW all-important a position the saddlers' department—which deals with all that pertains to keeping in order the horse-gear and riding equipment—occupies in a cavalry regiment, goes, of course, without saying. A horse with a sore back is little more fit for work than one dead lame, and ill-fitting saddles, the cause of sore backs more than anything else, come primarily from badly stuffed saddles. Our photograph shows some of the saddlers of the 17th Lancers at work, the man on the right attending to an officer's saddle cloth under the instructions of a sergeant of the regiment. Most of the leather work connected with the men's equipment also comes to the saddlers for keeping in order.

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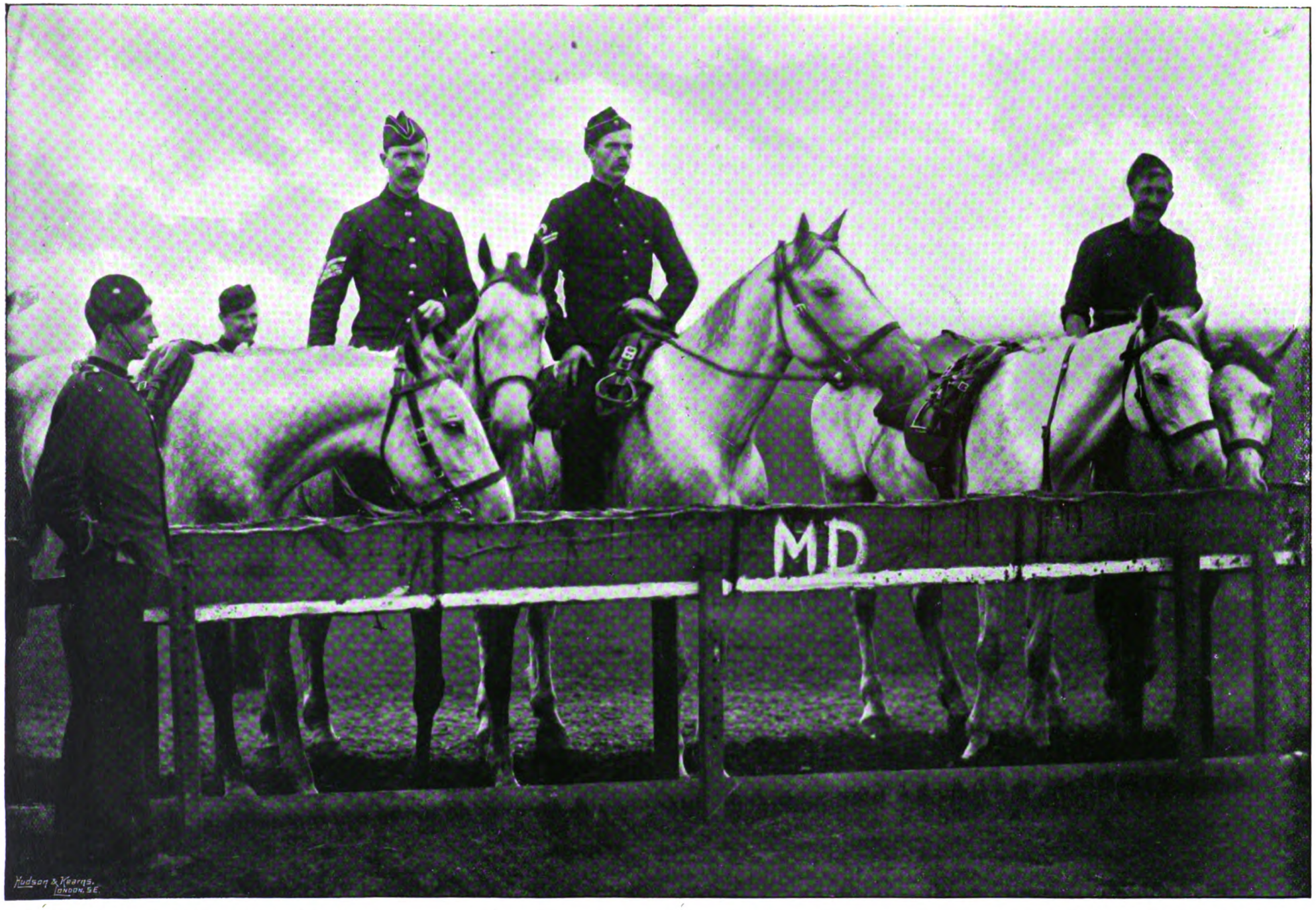

Photo. by GREGORY & CO., Military Opticians, 51, Strand. *Copyright—HUDSON & KEARNS.*

A DETACHMENT OF SCOTS GREYS WATERING HORSES.

THIS is a party of troopers of the Scots Greys engaged in watering their horses when in camp, during the manœuvres. In an extensive establishment such as a cavalry regiment is, great and constant care has to be paid to the well-being of the horses, and the watering is a matter of paramount importance. It is carried on under supervision at regular hours and conducted as a regulation parade.

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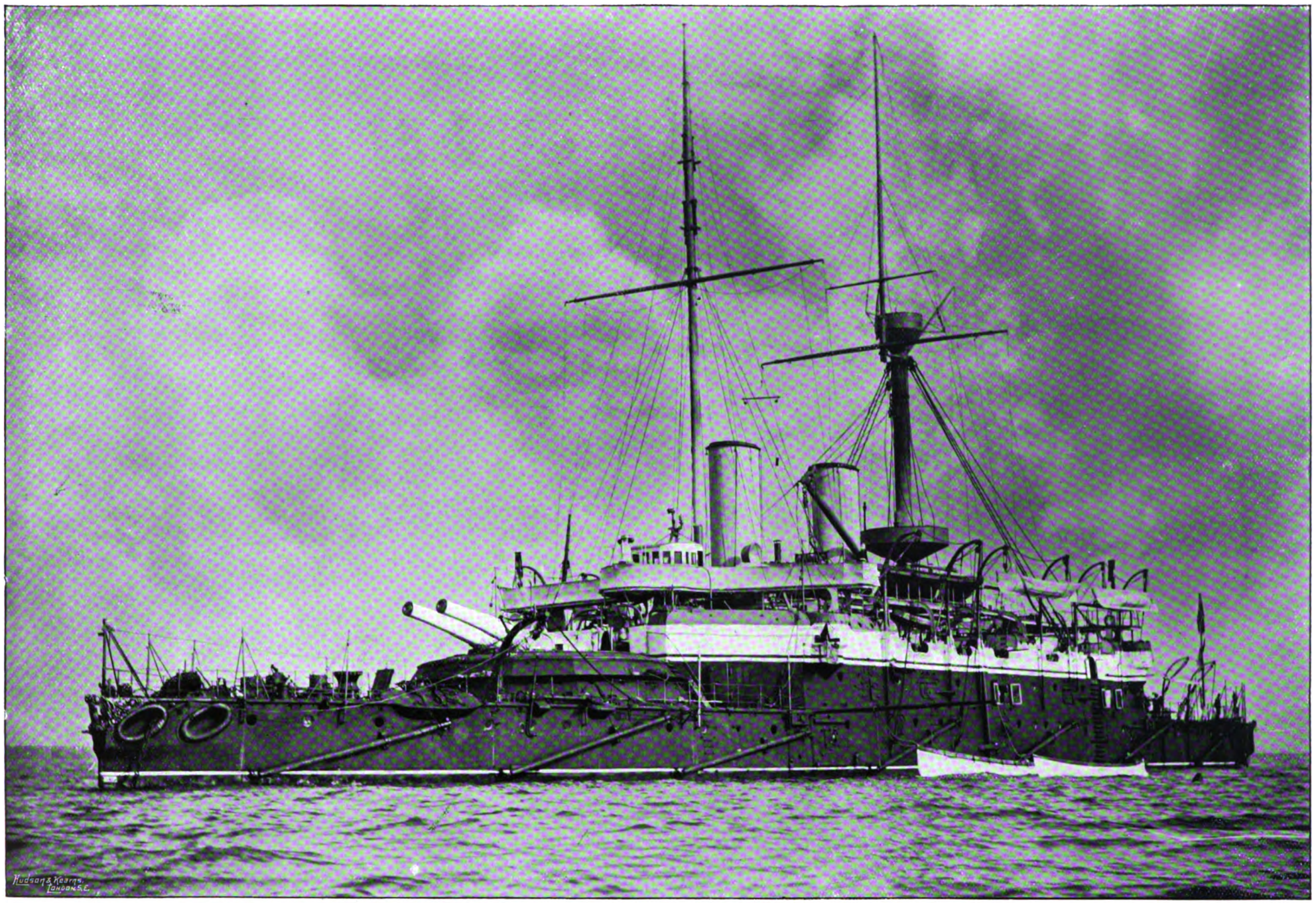

Photo. by SYMONDS & CO., Portsmouth.

H.M.S. "ANSON," OF THE MEDITERRANEAN SQUADRON.

THE "ANSON" is a steel first-class battleship of what is known as the *Admiral* class, because all the ships of this class are named after noted Admirals. She was completed for sea in 1889. She was built at Pembroke Dockyard, and engined by Messrs. HUMPHRYS & TENNANT. Her displacement is 10,600 tons; I.H.P., 11,500. Length, 330 ft. Beam, 68 ft. 6 in. Maximum draught, 27 ft. 3 ins. She carries, as her principal armament, four 67-ton guns, four 6-in. and twelve 6-pounder, and ten 3-pounder quick-firers, and has a partial belt of 18 in. composite armour. Her speed is 16·9 knots, and she has a complement of 515 officers and men. She carries the pennant of Captain W. F. S. MANN.

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Photo. by WEST & SON, Southsea.

H.M.S. "INFLEXIBLE"—PORTGUARD SHIP AT PORTSMOUTH.

THE "INFLEXIBLE" is an iron second-class battleship, and was completed for sea in 1881. She was built at Portsmouth Dockyard and engined by Messrs. ELDER. Her displacement is 11,880 tons; I.H.P., 6,500. Length, 320 ft. Beam, 75 ft. Maximum draught, 26 ft. 4 ins. She carries, as her principal armament, four 80-ton guns, muzzle-loaders; eight 4·7-in., and four 6-pounder and two 3-pounder quick-firers. She has a partial belt of armour of from 24 to 16 ins. Her speed is 12·8 knots, and complement, 485 officers and men. She was last commissioned at Portsmouth in November, 1893, and Captain ATWELL P. M. LAKE, of the Fleet Reserve at Portsmouth, is in command.

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Photo. by SYMONDS & CO., Portsmouth.

H.M.S. "WARSPITE"—PORTGUARD SHIP AT QUEENSTOWN.

THE "WARSPITE" is a steel copper-sheathed first-class cruiser, completed for sea in 1888. She was built at Chatham Dockyard, and engined by Messrs. PENN. Her displacement is 8,400 tons; I.H.P., 10,000. Length, 315 ft. Beam, 62 ft. Maximum draught, 27 ft. 4 ins. She carries, as her principal armament, four 22-ton guns, ten 6-in., four 6-pounder, and nine 3-pounder quick-firers, and has a partial composite belt of 10 ins. thick. Her speed is 16·75 knots, and her complement 535. She carries the flag of Rear-Admiral CLAUDE E. BUCKLE. Her sister ship, the "Imperièuse," is about to be commissioned as flagship on the Pacific station, in relief of the "Royal Arthur."

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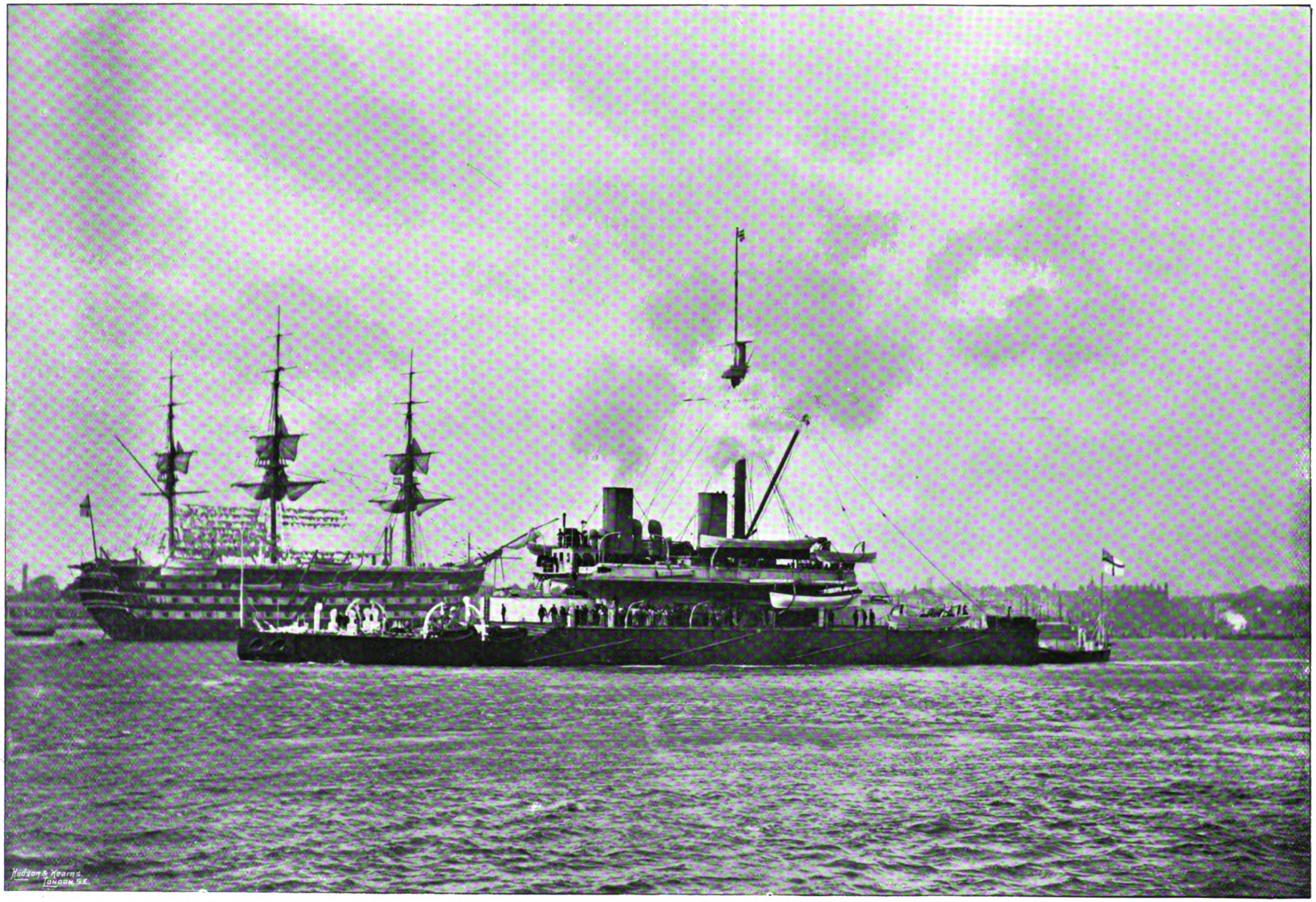

Photo. by SYMONDS & CO., Portsmouth.

H.M.S. "DEVASTATION"—PORTGUARD SHIP AT DEVONPORT.

THE "DEVASTATION" is an iron second-class battleship, and was completed for sea in 1873. She was built at Portsmouth Dockyard and engined by Messrs. MAUDSLAY, SON & FIELD. Her displacement is 9,300 tons; I.H.P., 7,000. Length, 285 ft. Beam, 62 ft. 3 ins. Maximum draught, 27 ft. 6 ins. She carries, as her principal armament, four 29-ton guns, and six 6-pounder and eight 3-pounder quick-firers, and has a partial belt of armour of from twelve to 10 ins. Her speed is 14·0 knots, and she has a complement of 410 officers and men. She was last commissioned at Portsmouth in December, 1893, and Captain WILLIAM M. LANG, of the Fleet Reserve at Devonport, is in command.

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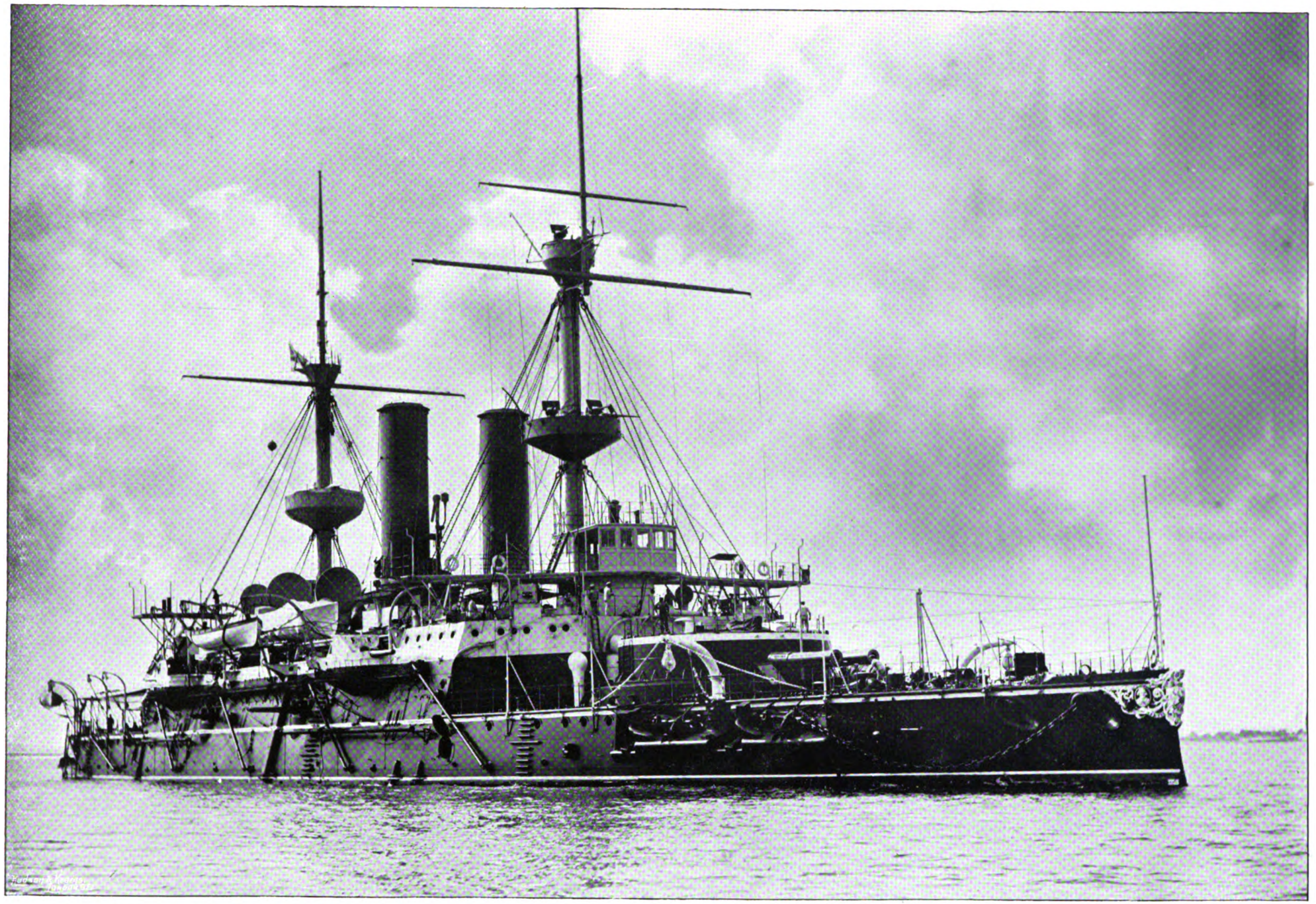

Photo. by SYMONDS & CO., Portsmouth.

H.M.S. "HOOD," OF THE MEDITERRANEAN SQUADRON.

THE "HOOD" is a steel first-class battleship of the Naval Defence Programme, and was completed for sea in 1893. She was built at Chatham Dockyard, and engined by Messrs. HUMPHRYS & TENNANT. Her displacement is 14,150 tons; I.H.P., 13,000. Length, 380 ft. Beam, 75 ft. Maximum draught, 27 ft. 6 ins. She carries as her principal armament four 67-ton guns and ten 6-in., ten 6-pounder and twelve 3-pounder quick-firers, and has a partial composite belt 17 ins. thick. Her speed is 17·5 knots and her complement 730. She is commanded by Captain C. C. DRURY, and differs from the "Royal Sovereign" class only in carrying her heavy guns in turrets.

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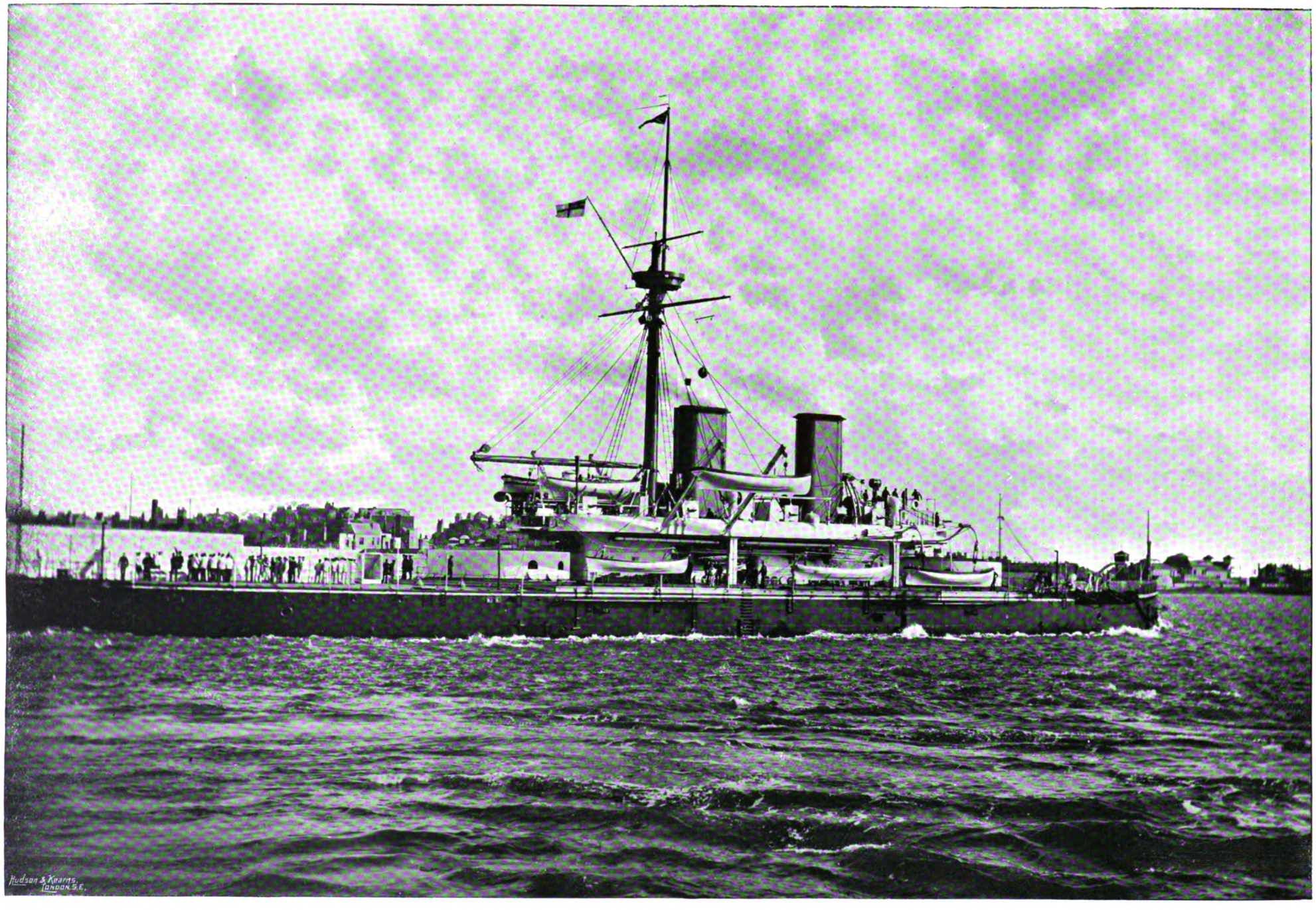

Photo. by WEST & SON, Southsea.

H.M.S. "DREADNOUGHT"—COASTGUARD SHIP AT BANTRY BAY.

THE "DREADNOUGHT" is an iron second-class battleship, completed for sea in 1875. She was built at Pembroke Dockyard and engined by Messrs. HUMPHRYS & TENNANT. Her displacement is 10,820 tons; I.H.P., 6,500. Length, 320 ft. Beam, 63 ft. 10 ins. Maximum draught, 26 ft. 9 ins. She carries, as her principal armament, four 38-ton guns, and six 6-pounder, and twelve 3-pounder quick-firers, and has a partial belt of armour of from 14 to 11 ins. Her speed is 13·7 knots, and her complement, 253 officers and men. She is commanded by Captain ANSON SCHOMBERG. The "Dreadnought" was at one time the naval officer's beau ideal of a battleship, and is still regarded as a fine fighting machine.

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Photo. by SYMONDS & CO., Portsmouth

H.M.S. "BARFLEUR," OF THE MEDITERRANEAN SQUADRON.

THE "BARFLEUR" is a steel copper-sheathed first-class battleship, completed for sea in 1894. She was built at Chatham Dockyard, and engined at Greenock Foundry. Her displacement is 10,500 tons; I.H.P., 13,163. Length, 360 ft. Beam, 70 ft. Maximum draught, 25 ft. 6 ins. She carries, as her principal armament, four 29-ton guns; with ten 4·7-in., eight 6-pounder and twelve 3-pounder quick-firers. She has a partial belt of 12 ins. Her speed is 18·5 knots, and her complement, 606 officers and men. She is commanded by Captain REGINALD N. CUSTANCE, and her sister ship, the "Centurion," is the flagship on the China station. These are the two fastest battleships in any Navy.

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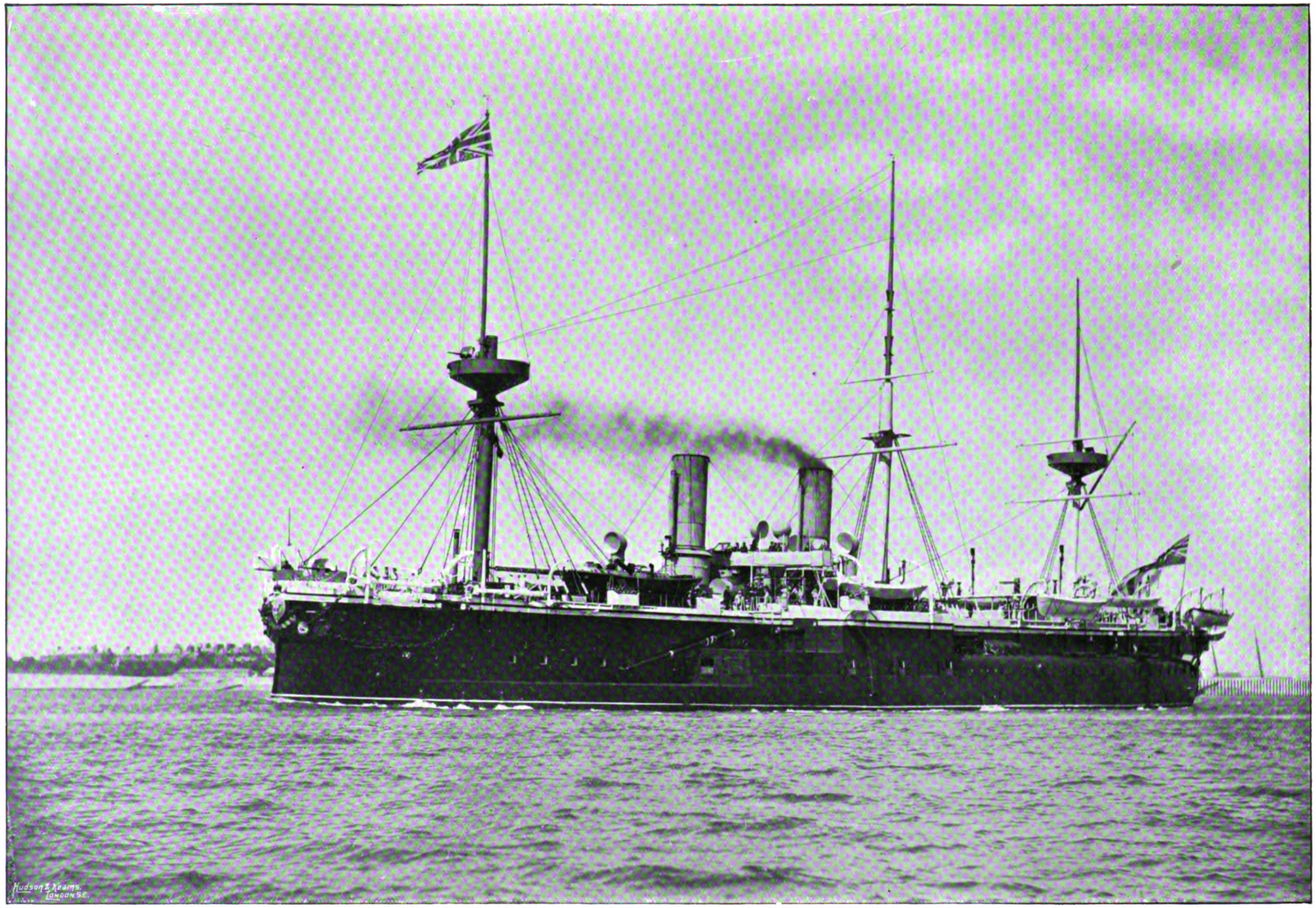

Photo. by SYMONDS & CO., Portsmouth.

H.M.S. "ALEXANDRA"—COASTGUARD SHIP AT PORTSMOUTH.

THE "ALEXANDRA" is an iron second-class battleship, and was completed for sea in 1877. She was built at Chatham Dockyard, and engined by Messrs. HUMPHRYS & TENNANT. Her displacement is 9,490 tons; I.H.P., 7,000. Length, 325 ft. Beam, 63 ft. 8 ins. Maximum draught, 26 ft. 6 ins. She carries, as her principal armament, eight 18-ton guns, four 22-ton., six 4-in. and four 6-pounder, and six 3-pounder quick-firers, and has a partial belt of from 12 to 6 ins., and speed of 14·3 knots, with a complement of 408 officers and men. The "Alexandra" is the flagship of the Admiral Superintendent of Naval Reserves, and is commanded by Captain W. H. PIGOTT.

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THE NAVAL DEFENCE OF THE EMPIRE.

THERE is not at the present moment a single person in the Queen's dominions who knows from experience what it is like to feel that this country is at war. I do not refer to such wars as we have recently been engaged in on the West Coast of Africa, or even to such wars as took place with Russia, and with China, some forty years ago; these were mere incidents or episodes in the history of the British Empire. What it is important to remember in connexion with my subject is that for the last eighty years this country has never been engaged in a war for its existence, a life and death struggle such as virtually ended, so far as the threat was concerned, with Trafalgar, and to which the finishing touch was put at Waterloo.

During the interval which has elapsed the changes which have taken place have been enormous, not only as regards the constitutional and internal development of the British Empire, but also in the material of warfare.

Of all the results of English history none is comparable, said the late Sir John Seeley, to the creation of the enormous, prosperous, and in great part homogeneous realm which has grown up in the interval and which can be paralleled by nothing in the history of any other State. The British possessions abroad have become new nations under the sovereignty or protection of the English crown, and they stand side by side with the mother country, having the same language, the same institutions, the same beliefs and the same literature.

The wealth of these vast English communities depends mainly on the safe conduct across the seas of the raw material they produce and exchange for the manufactured goods of Europe. It is of vital consequence to them, as it is to us at home, that nought should imperil the safety of the communications between the two. For as they live by producing for the European market, so we in England live almost entirely on the food which comes to us over sea, and upon the manufacture of the raw material brought to us across the ocean. The mutual dependence of all parts of the realm grows every year more intimate and absolute; and every day, therefore, adds to the need for our maintaining intact the control of the waterway which, with the carrying trade now chiefly in our hands, forms the connecting link, binding one to the other. It follows then, to quote Sir John Seeley again, that what we have to defend is not the country, but the realm; the weakness we have to guard against is not in the Channel only, but over the whole ocean. It is not so much invasion that we have to dread; it is rather some stroke that might damage that vital sensitive network that covers the seas, making one economic organism of the whole Empire.

Upon the changes which have been brought about in the material of war by the inventive genius and engineering skill of the century, it is not necessary for me to dwell at any length. Every man and woman in the country must know that if we should be called upon to fight to-morrow we should not employ the weapons used by our forefathers in the last great war. Not only have steam and steel taken the place of wind and wood in regard to the propulsion and material of our warships, a change which has practically been brought about in the last five-and-thirty years, but in the same period nearly every arm and appliance connected with the mechanism of fighting has undergone a revolution, until the boarding pike at sea and the hand grenade on shore alone remain to remind us of the weapons used by seamen and soldiers when the Queen came to the throne, and even these are probably doomed to disappear before long.

And as it has been with the equipment for war, so it has been with the training of the men who are to fight our battles. There was no such thing as a continuous service man in the Navy until two years before we fought with Russia in 1854, and the "Britannia," the training ships for seamen, the Engineering and Royal Naval Colleges, with the gunnery and torpedo schools, are all establishments which have sprung into being since then. In the Army it is the same thing. The transfer of the East India Company's troops to the Queen's service did not take place till after the Mutiny, which broke out in 1857. The volunteer movement, as we know it, dates from a couple of years later. Sandhurst and Shoeburyness are comparatively things of yesterday. In drill and tactics, no less than in appearance, the soldier of to-day differs from his predecessor of Crimean campaign glory, while the abolition of purchase, and the introduction of the territorial system and short service, have given us an army raised under novel conditions and with an entirely new organization.

It is not strange that while all these changes have been in operation, that while men's thoughts were continually occupied with the novelty and development going on around them, the lessons of the great wars of the past should have been forgotten, and those of later date misapprehended and misconstrued. Events in Asia and America attracted notice to the vulnerability of our land frontiers, the momentous results of land battles in Europe rivited the public attention to the Army. Steam had bridged the Channel, we were told, a feeling gained ground that the fate of the Empire depended upon each man defending his own hearthstone, and the nation lost its head and its confidence in the Fleet at the same time. It is a significant and curious fact in English history that there has ever been a tendency among our countrymen to forget the value of the Navy, and that this under estimate of its power has invariably followed a spell of peace which was the result of the exercise of that power. Moreover the perhaps natural outcome of this tendency has found expression over and over again in a falling off in naval efficiency, which has been followed by panic and a revulsion of feeling.

The oddest circumstance in this connexion is that the Anglo-Saxon race, noted as it is for pugnacity, determination and common sense, should appear to lose sight altogether for a time of the first principle of successful warfare, namely, that the most effective form of defence is that which assumes the shape of offence. A principle which was capitally illustrated by Captain James, the other day, in a lecture on "The necessity for an Army as well as a Navy for the maintenance of the Empire," when in insisting that to carry the war into the enemy's country is the very root and essence of defence, he said: "No prize fighter could win a fight by merely warding off blows, and we must possess such a force as would enable us to swiftly retaliate on the aggressor."

The truth is of course that we require both Navy and Army, and that it is fallacious and inaccurate to speak of either the one or the other as "a first line of defence." The first line of defence, if it is permissible to call that a line which does not answer to the definition in any sense, is the military force which crosses our frontier to take the offensive, and as our frontier is generally in the territorial waters of other nations, it follows that before this first line can be placed in position, our command of the intervening sea must be assured. In other words we cannot conduct the offensive operations which are the essence of defence without the exercise of Sea Power, nor can we ourselves be attacked without the employment of the maritime arm.

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We are thus led to the conclusion that the Fleet is the prime instrument of our power and the main factor in the maintenance of the security of the Empire.

Now let us consider defence in its parochial aspect, that is to say in regard to the internal welfare of these Islands. What is it that protects us from invasion? The great Duke of Wellington writing to Sir John Burgoyne in a letter which was published in 1847, said: "*We have no defence, or hope of defence, except in our Fleet.*" And Lord Wolseley, at Liverpool, just forty years later, expressed the same belief when he said, "everybody whose intelligence is above the ordinary intelligence of a schoolboy, must know this country is open to invasion. *When the Channel is in possession of a foreign hostile Navy*, then, not only will it be possible, but most certainly this country will be invaded." The remarks of these great military authorities admirably enforce the supreme value of the Navy in this connexion. For as Lord Wolseley has also said, that in his opinion, "if a hostile force of say 100,000 men were to land upon our shore, there is no reason why that force, properly led, should not take possession of London," the moral is, of course, that the Fleet must be so strengthened that there shall remain no need for apprehending that a foreign hostile Navy shall ever gain possession of the Channel. No military force can be a substitute for the Fleet that is to prevent this happening, for it is the weakness of sea frontier that is almost impossible to know where the landing or landings of an enemy will take place, and therefore the defenders must have a relatively large force to meet different attacks. In other words, if we lost possession of the Channel we should need an Army at least twice as large as that of France, and might even then find we had disposed it in such a manner as to leave the road open.

That which in time of war will save us from invasion will also alone insure that we do not starve. In all probability a war with two or more of the strongest Sea Powers would immediately send the price of the loaf up to a shilling, perhaps to one and sixpence. This is a matter which touches us all closely, and should be considered in connexion with the fact just mentioned, that we have none of us yet had any experience of war. What would happen when prices rose in this way no one can foretell. We had command of the sea in 1812, but the loaf went up in price to one shilling and eightpence, and there were riots in all the big provincial centres. That if we lost command of the sea and thus of the power to insure our supply of food—not to mention the raw materials by which our manufacturing population is supplied with money to purchase food—we should be reduced to starvation point would seem to be unquestionable.

It is true the question of food supply has been called a "bogey," but the fact remains that last year the total amount of wheat grown in the United Kingdom was not equal to supplying our population with bread for two months, and in the spring time it is seldom, according to those who have studied the subject, that we have more than three weeks' supply in the country. At least it cannot be gainsaid that the cheapness of bread in wartime will depend upon the strength of the Navy, and that it is the work of the Fleet to safeguard the food to these shores of our toiling masses. Must we not then agree with the *Quarterly* reviewer who wrote: "Even if all the manhood of the nation were trained to arms, we should perish, if ever the command of the sea, which the Navy secures to us, were to pass into the hands of a power with which we were at war. By the Navy we exist, therefore, and with the Navy we must stand or fall."

One word more before I leave this part of my subject. It has been suggested that the Fleet might be decoyed away from the Channel, and those who have misread history add, "as Nelson's ships were to the West Indies." Such a thing never has happened, nor is likely to happen. Nelson took his Fleet to the West Indies in pursuance of a masterly stroke of strategical policy, a policy which was to frustrate the designs of the enemy, or, as Captain Mahan puts it, "those far-distant storm beaten ships, on which the Grand Army never looked, stood between it and the Empire of the World." But it is not likely either that the Channel will be left destitute of ships any more in the future than it was at that time, for, as Lord St. Vincent said, they were needed "to satisfy the fears of the old women of both sexes at home," and the class referred to so caustically has not ceased to exist.

Passing from the parochial aspect of defence to the investigation of the functions of Army and Navy in connection with the maintenance of the integrity of the Empire, we are confronted with this axiom. *The Empire is the result of Sea Power, and can only be maintained by the possession of the instrument by which it was created.* Sweep away our mercantile marine, the commerce carriers of the globe, with the Navy which protects it, and our possessions will drop off as the leaves under the influence of the autumnal gales. Moreover, they will fall to the lot of the Powers, to the superiority of whose fleets our undoing is due. Colonial interests are bound up with our own. The same blow which settles the question of starvation in these Isles, will also settle who are to be the future possessors of Australia and the Cape. The fate of India, and of Canada, may rest upon the outcome of a battle in the Channel, or the Mediterranean.

In addition then to defending our coasts, to protecting our commerce, it is upon the Fleet we rely for the preservation of open communications between the mother country and the colonies. We look upon the sea as a vast common, through which run the paths connecting various parts of our estate, and by which paths it is necessary for our preservation that our messengers should pass daily without let or hindrance.

But if one or more of the dwellers on the common fell out with us, and proposed to molest our messengers and stop the traffic on the paths, there would be but one thing to do. It would be no good to increase the policemen on our estate and to tell our messengers to ride hard and fast and take the risk. We should have, firstly, to line the borders of our enemy's estate, wherever they fringed the common, with guards to stop his raiders coming out, or to punch their heads if they did. Secondly, we should have to provide our messengers with arms to defend themselves, and if they must go, slowly to send a few policemen with them. Finally, when we had made quite certain that we could keep his fellows off the common, we would carry the war into the enemy's country, and let him have personal experience of what a disagreeable thing it is to have a row with your neighbour.

The allegory holds good for India and Canada as well as for those colonies which have not a land frontier. India and Canada were the gifts of Sea Power and by Sea Power will they be retained. "Reflect for a moment," says Commander Robinson, "what might have happened—and in like case may yet happen—if, during the Indian Mutiny, a strong maritime power had arisen to dispute with us, as the French and Spaniards disputed with us during the revolt of the American colonies, can we doubt that the conclusion—the loss of India—would have been foregone?" But it is recognized by every competent authority that our ability to keep India rests almost entirely upon the sufficiency and efficiency of the Fleet, for in the event of a serious struggle with a civilized power, a considerable reinforcement of British troops would be necessary, and of course if our command of the sea was in question no such reinforcement could be sent.

No intelligent Englishman will deny the necessity for an Army, but for many years past the Navy has been a secondary consideration, and there are even now those who believe that regiments can be a substitute for ships, and advocate the change in the name of economy. At length, as Captain James oddly phrases it, "the Navy has attracted the attention of the people and is being attended to," but there is a good deal of leeway to make up. My hope is that as the public becomes better instructed it will realize that the Navy and Army are

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so intimately related that one cannot be the substitute for the other, but each the complement of its sister arm.

Our frontiers, as I have said, are more often than not in the territorial waters of our possible enemies, but sometimes, as in India and Canada, they are on land. In the latter case the Army must rely on the Navy to keep open its communication, or we may have a repetition of our failures in the Peninsula and in America. In the former the Navy needs an Army to reap the benefit of its victories, as when Crecy and Poictiers were the result of the great victory of Sluys, and Waterloo followed Trafalgar.

In either case, as is truly stated in "The British Fleet," a work which can be cordially recommended to everyone who wishes to be fully informed on the subject, "*the successes of the Army can be gained only as a result of the earlier victories of the Fleet, be these victories 'noiseless' and static, as in the case of the Crimea, or be they active and dynamic, as in the case of the victories of Nelson.*"

Having thus made clear the important part which the Navy plays in the defence of the Empire, we may now proceed to examine the composition of the Fleet, what it is, and its methods of working. The ships which form our Navy may be roughly divided into three classes, battleships, cruisers, and torpedo craft, just as in the old days there were ships of the line, frigates, and fire ships. Upon the battleships of a Power its sea strength mainly depends.

Sometimes it may be, indeed, as was the case in the war between China and Japan, that vessels, which in this country's Fleet would be classed as cruisers, act as battleships. They may even decide the result of a war as at the battle of the Talu, but this is a matter depending on what force the other party to the quarrel can muster afloat. In any event it must be obvious that in all wars between nations whose territories are divided by the ocean, the decisive action of the struggle must necessarily be fought at sea.

Cruisers serve several purposes. They may be used for commerce protection or destruction, for raiding purposes, as scouts for a battle fleet, or to carry despatches. The torpedo flotilla is also subdivided into several classes. Until recently the principal armament and weapon of a torpedo vessel consisted of torpedoes; but the torpedo-boat destroyer, although in this category and armed with torpedoes, has for her chief arm a quick-firing gun with which to destroy the hostile torpedo boat which she can overhaul by reason of her superior speed.

Each class of vessel requires that certain of its attributes or qualities shall be in greater proportion than others. Thus in a battleship, while speed is a great desideration, the power to inflict punishment, in other words, the armament, is more important still. A moment's thought will show that this is so. The primary work of the battleship is to crush the similar vessels of the enemy, therefore it is the first duty of the officer in command of this class of vessel to find his foe's battleships, and to fight them. The best strategist is he who at the moment of meeting is provided with sufficient force for his purpose. But if battleships are used for some ulterior purpose as to harry commerce or bombard coast towns, their strength is being frittered away, and it is obvious that they will be at a disadvantage when they are, as they must be eventually, found by the pursuing Fleet. When therefore in the naval novel of the period the battleships of an enemy are described as bombarding Brighton and similar places, it may be safely predicated that the author is very much at sea. The reason our battleships must be larger than those of other countries is that they must necessarily operate on the enemy's coast at a distance from their base, and therefore must carry more ammunition, stores, &c., and be prepared to keep the sea for long periods at a time.

Cruisers, on the other hand, require speed as a first element of value, but coal endurance is also very valuable, although in a less degree to us than to others, because we are better supplied with coaling stations. Anyone who will look at a map of the world will see, for example, that a squadron of French or Russian men-of-war attempting to operate in Australian waters would have great difficulty in providing itself with coal unless it was strong enough to take it by force. That it is easy to overdo the offensive powers of a cruiser intended for scouting or despatch duties, will be apparent when it is remembered that it is of the first importance with such a vessel to deliver her information, and that for her to stop and fight an action may be to jeopardize the whole of a strategical scheme and to defeat the best laid plans.

It is unnecessary for me to go into the question of the number of ships we possess, or ought to possess. Everything else, however, in connexion with the provision of a Navy—the officers and men both for peace and war requirements, the guns and ammunition for immediate equipment and in reserve, the coal and other stores, the dockyards and the amount of protection it is necessary to give our seaports—depends on the number of ships we own. In a well ordered and arranged scheme, the number of ships of various classes possessed by a Power, or to be built, will govern every other consideration, and this is why it is that there is always much discussion about the number and design of our ships of war.

Since we fought Trafalgar, we have never had to defend ourselves; we have turned the sea into a highway for our commerce and our food supplies, but we have never had to protect our trade. Trafalgar gave us, not only immunity from invasion, but it practically placed our boundaries on the foreigner's coasts; henceforth, until some other power attempts to wrest from us the advantage of supremacy at sea, the chief work of our war vessels has been to police the seas. The consequence of this has been that we have required a smaller number of ships, and a smaller number of officers and men, until at one time the primary duty of the Fleet was almost forgotten.

It was not until about twelve years ago that naval writers began to impress upon Government the vital necessity of being able at very short notice to transform the Navy from this state of police into a condition in which it would be ready to execute its proper work. This is called passing the Fleet from a peace to a war footing, or in one word, "mobilization." Lord Charles Beresford in a notable memorandum drawn up when he was at the Admiralty in 1886, wrote: "I am confident that the country, as well as the Naval Service, would be astonished if it knew that there was no plan of preparation for war, of this, the chief arm of defence for our colossal Empire."

The idea of the sudden extension of a naval force from a peace to a war footing was indeed something quite novel and almost unthought of until Germany showed what immense advantages accrued to the nation which, within the space of a few hours, could double the strength of her land forces and set her mobilized Army in motion upon an organised system to carry out an already prepared plan of action. From that day to this we have been setting our naval house in order.

The first step was to establish a Naval Intelligence Department. This was done in a very economical way, and although its work has been of enormous value, it does things so quietly and costs so little that it has not yet received anything like adequate recognition at the hands of the public. Its duties are divided into two parts. The one section undertakes the collection, classification, and indexing of all information relating to foreign navies, new inventions, trials, experiments, and foreign maritime matters generally. There is very little indeed that concerns the ships, the weapons, the resources, and the coast defences of Foreign Powers which is unknown in this section of the Naval Intelligence Department.

The other branch of the Department concerns itself with mobilization; and under this comprehensive heading are included such matters as the systematic organization of the means for rapidly commissioning ships in reserve; for completing to full complement the coastguard ships which,

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although in commission, are only partly manned; for obtaining, fitting, manning, and placing in commission, at home or abroad, mercantile auxiliaries, the ships of the merchant marine which would be required for the use of the fleet; for showing how and where can be obtained coal, ammunition, and store ships, with detailed list of persons and places they can be obtained from; finally for framing plans of campaign suitable for the ships of each station in the event of war with any given Power or combination of Powers.

The foreign section tells the naval authorities what other nations are doing, can do, and are prepared to do in the event of war. The mobilization section obtains all the necessary information about our own resources, and suggests schemes for utilizing them to the best advantage. The work of the first section does not now concern us, but I propose to explain what mobilization means, that mobilization which is partially tested every year at the time of the Naval Manœuvres, and of which we had an example the other day, when, in a a very few hours, we commissioned and sent to sea a Flying Squadron.

Given an adequate supply of ships, the next desideratum in mobilization is to obtain a regular and systematic supply of each description of officer and seaman required to form their complements in time of war. To ensure this a certain number of recruiting centres were formed in already fixed and established coast districts. So many of each of these districts were attached to one or the other of the great naval ports—Portsmouth, Devonport, and Chatham—so that the naval Commanders-in-Chief at these ports might draw from their allotted districts such reserves of officers and men as they may require for the ships which are ready in the Reserve. Having thus arranged the localities from which crews are to be obtained when wanted, the complementary step—keeping correct lists of the ships to be manned—is also provided for, so that the men under training, coastguard, naval reserve men and pensioners, all being considered, a regular demand and supply statement is forthcoming whenever called for. Roughly speaking, we may divide the men of the Navy into four classes:—1st, men on active service; 2nd, men in the coastguard; 3rd, men under training in the harbour depôts or gunnery establishments; 4th, Reserve men and pensioners.

And just as I have classified the men, so the ships may be placed in categories:—1st, ships fully manned on active service; 2nd, ships partially manned; 3rd, ships in the "A" division of the Fleet Reserve ready for service; 4th, mercantile auxiliaries and vessels in the Reserve under repair, but more or less ready. Now it is a simple matter to fit the classes of men to classes of ships.

The men in class 1, and some of those in class 3, for we keep a number of the reserve men afloat under training, are to be found in ships of the first and second classes. Our 2nd class of men, the coastguard, will complete the crews of the ships in class 2, and leave a balance over. These with the men in class 3 will provide complements for the ships in class 3, those which are in every respect ready for sea with the exception of their perishable stores and ammunition. The 3rd class of men is often forgotten by short-sighted persons, because the naval authorities are very loth to break up their classes before the period of training comes to an end. They comprise seamen-gunners, torpedo men, stokers, and signalmen completing their education or requalifying for ratings; engine room complements, keeping in order the machinery of ships in the reserve; boys under instruction in the ships of the training service; men who have returned home from foreign service and are on leave or waiting in barracks; and the men of the educational staff and ship keepers whose places might be supplied by pensioners, may also be included in this category. Last, but not least, there are the Marines.

This is about as far as we need go at present, since the partial mobilizations which have taken place have seldom gone any further. No great call has been made upon our class 4 of men, the Naval Reserve, and only a war will probably put to a complete test the reliance that can be placed in this body of men. When we have wanted to commission ships in reserve it has only been necessary hitherto to throw open the gangways and gates of the training establishments, depôts, and barracks, and the men, who are already allotted on paper to the vessels which are waiting for them, march on board, complete them with stores, raise steam, and take them out of harbour. So far the system has worked extremely well, smoothly and expeditiously, and without a hitch.

When the time arrives to mobilize our fleet for actual war the movement which will take place must affect everyone, more or less, in the British Empire. It will probably convulse the business of the world, since we are the ocean carriers of all people. What its results will be no one yet knows, and few have essayed to conceive. In attempting to depict this movement I cannot do better than use the description given by the author of "The British Fleet."

'Mobilize:' only the single word is required, and it sets in motion machinery of unprecedented power, of unexampled dimensions. Telegraph the word 'mobilize' are the instructions of the Commissioners for executing the office of the Lord High Admiral, and the lever is moved. In dots and dashes the word will dance off the instruments in scores of cities, and towns, and hamlets, in the United Kingdom. It will gleam and flash upon the mirrors of the submarine cable operators as it arrives from under ocean to the Commanders of the British Squadrons abroad. It will fly north and south, east and west—summoning officers and seamen, stokers and marines, the merchant sailor, the coastguard man, the fisherman and the pensioner, one and all, from leisure or from business. 'Mobilize:' the newspapers will advertise the proclamation, and everybody connected with the Sea Service will have to pack up and be off to join ship, or barrack, or depot. Great and Greater Britain waking up; the old sea lion putting forth her latent naval strength; preparing to reassert her ancient dominion, will be a spectacle startling two hemispheres, and a manifestation the like of which the world has not yet seen.

The magnitude of the operation is not its most striking feature. There are at least three continental nations that upon the pressure of an electric button can set in motion millions of soldiers, can entrain them, and can convey them to the coast; but there, in face of any opposition from the ruler of the seas, the machinery becomes disorganised, and ceases to work. Unless Britannia wills it, their mighty armies cannot cross the waves. On the other hand, Britain's boundaries are not upon her own shores, but are practically anywhere within range of the artillery of her fleet, and the sea not only provides her with the means of transporting her armed battalions, but enables her, while she retains her naval supremacy, to land them withersoever she pleases. The movement initiated at Whitehall in the Admiralty office, can go on unchecked till the waters are full of her squadrons, and her fleets cover the ocean for the protection of her property and the vindication of her rights.

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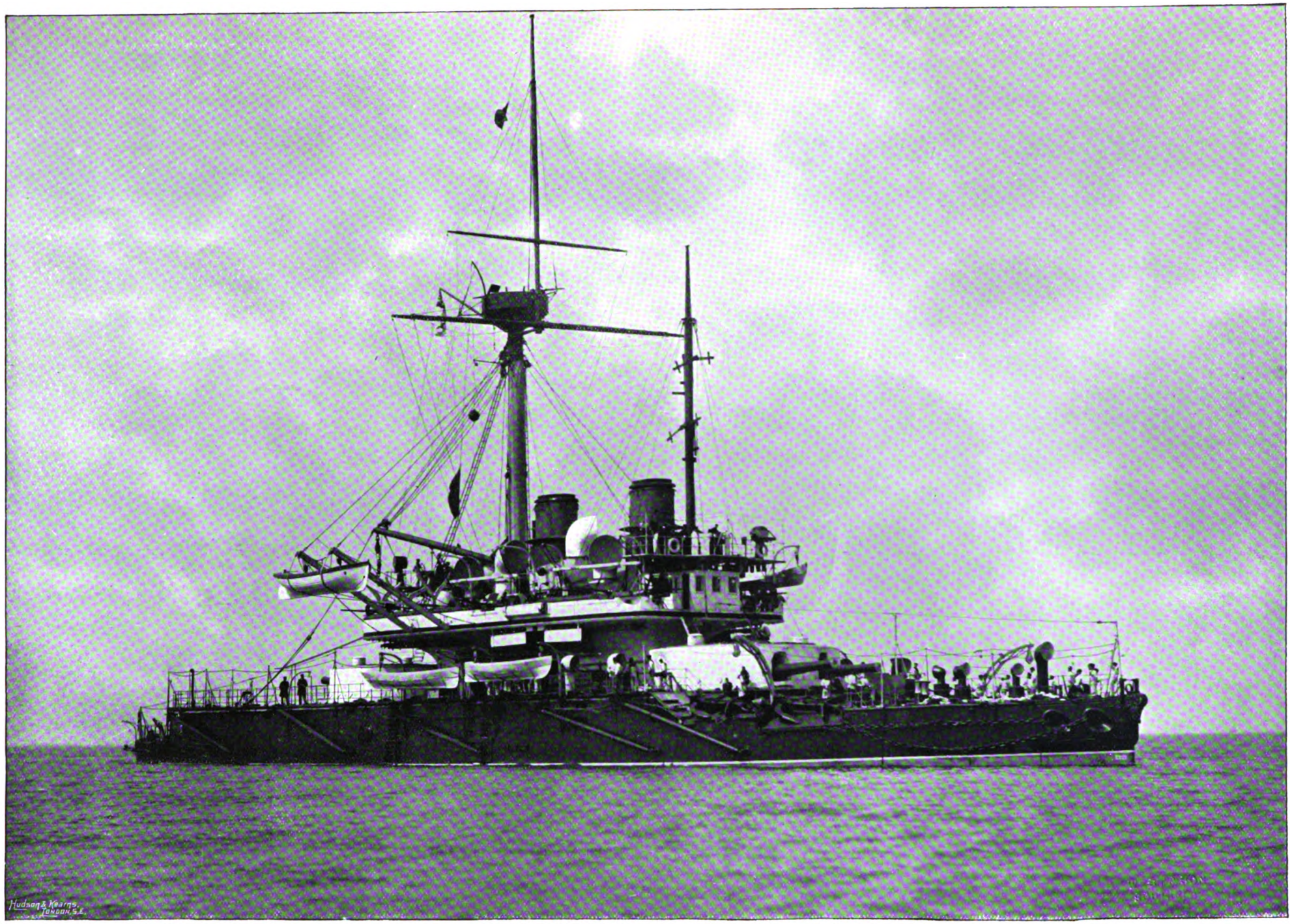

Photo. by WEST & SON, Southsea.

H.M.S. "THUNDERER"—PORTGUARD SHIP AT PEMBROKE.

THE "THUNDERER" is an iron second-class battleship, completed for sea in 1877. She was built at Pembroke Dockyard, and engined by Messrs. MAUDSLAY, SON & FIELD. Her displacement is 9,330 tons; I.H.P., 7,000. Length, 285 ft. Beam, 62 ft. 3 ins. Maximum draught, 27 ft. She carries, as her principal armament, four 10-in. 29-ton guns; and six 6-pounder and eight 3-pounder quick-firers, and has a partial belt of armour of from 12 to 10 ins. Her speed is 14·0 knots, and her complement 410 officers and men. In May of last year the "Thunderer" was sent to Milford Haven as guardship, and she now carries the pennant of Captain H. W. S. GIBSON.

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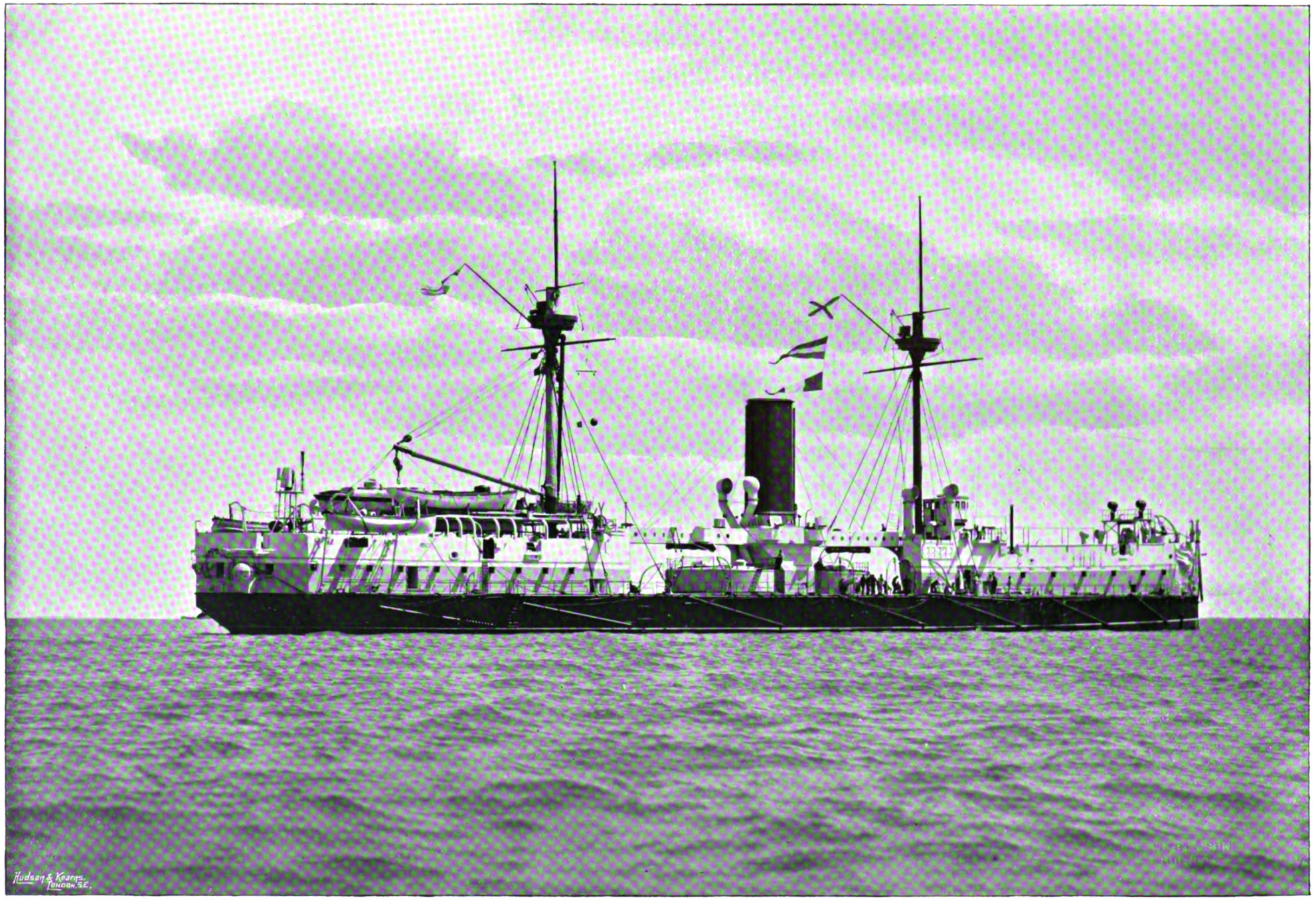

Photo. by WEST & SON, Southsea.

H.M.S. "EDINBURGH"—COASTGUARD SHIP AT QUEENSFERRY.

THE "EDINBURGH" is a steel second-class battleship, completed for sea in 1886. She was built at Pembroke Dockyard, and engined by Messrs. HUMPHRYS & TENNANT. Her displacement is 9,420 tons; I.H.P., 5,500. Length, 325 ft. Beam, 68 ft. Maximum draught, 26 ft. 3 ins. She carries, as her principal armament, four 45-ton guns; five 6-in., and four 6-pounder and ten 3-pounder quick-firers, and has a partial belt of armour of from 18 to 14 ins. Her speed is 14·2 knots, and complement, 289 officers and men. The "Edinburgh" is commanded by Captain JOHN R. E. PATTISSON, and her sister ship, the "Colossus," Coastguard Ship at Holyhead, by Captain EDWARD H. M. DAVIS, C.M.G. They carry their heavy guns in turrets.

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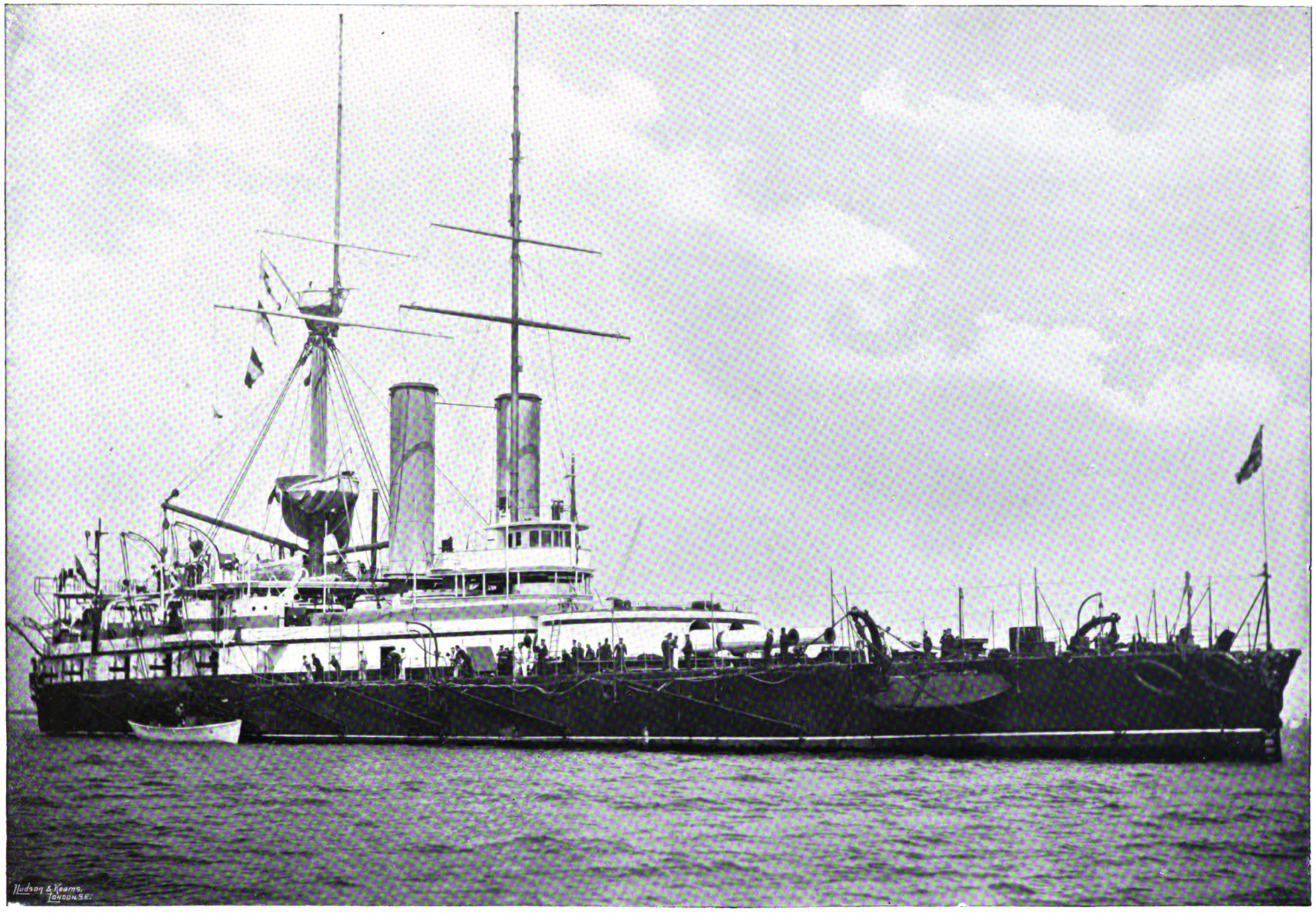

Photo. by WEST & SON, Southsea.

H.M.S. "SANS PAREIL"—PORTGUARD SHIP AT SHEERNESS.

THE "SANS PAREIL" is a steel first-class battleship, completed for sea in 1889. She was built by the THAMES IRONWORKS Co., at Blackwall, and engined by Messrs. HUMPHRYS & TENNANT. Her displacement is 10,470 tons; I.H.P., 14,000. Length, 340 ft. Beam, 70 ft. Maximum draught, 27 ft. 3 ins. She carries, as her principal armament, two 111-ton guns forward, one 29-ton gun aft, with twelve 6-in., twelve 6-pounder and twelve 3 pounder quick-firers, and is protected by a partial composite belt of from 16 to 18 ins. Her speed is 17·2 knots, and her complement 583 officers and men. The "Sans Pareil" is a sister ship to the ill-fated "Victoria," and she carries the pennant of Captain J. L. HAMMETT.

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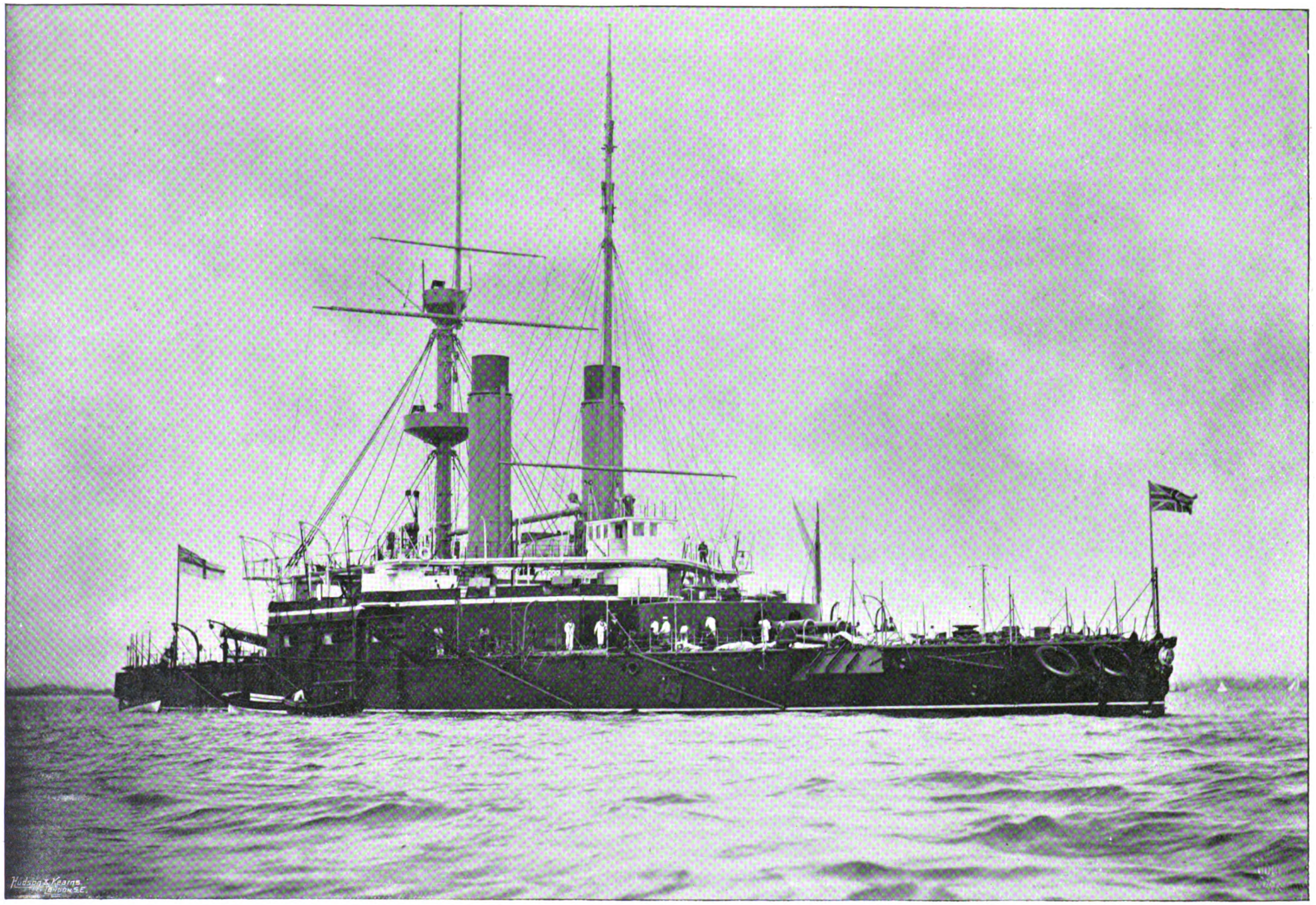

Photo. by SYMONDS & CO., Portsmouth.

H.M.S. "NILE," OF THE MEDITERRANEAN SQUADRON.

THE "NILE" is a steel first-class battleship, completed for sea in 1890. She was built at Pembroke Dockyard, and engined by Messrs. MAUDSLAY, SON & FIELD. Her displacement is 11,940 tons; I.H.P., 12,000. Length, 345 ft. Beam, 73 ft. Maximum draught, 27 ft. 6 ins. She carries, as her principal armament, four 67-ton guns; with six 4·7 in., eight 6-pounder, and twelve 3-pounder quick-firers, and has a partial composite belt of from 20 to 16 ins. Her speed is 16·7 knots, and her complement 558 officers and men. The "Nile" and her sister ship, the "Trafalgar," were the immediate predecessors of the "Royal Sovereign" class of battleship, and carry their heavy guns in turrets. The "Nile" is commanded by Captain ORFORD CHURCHILL.

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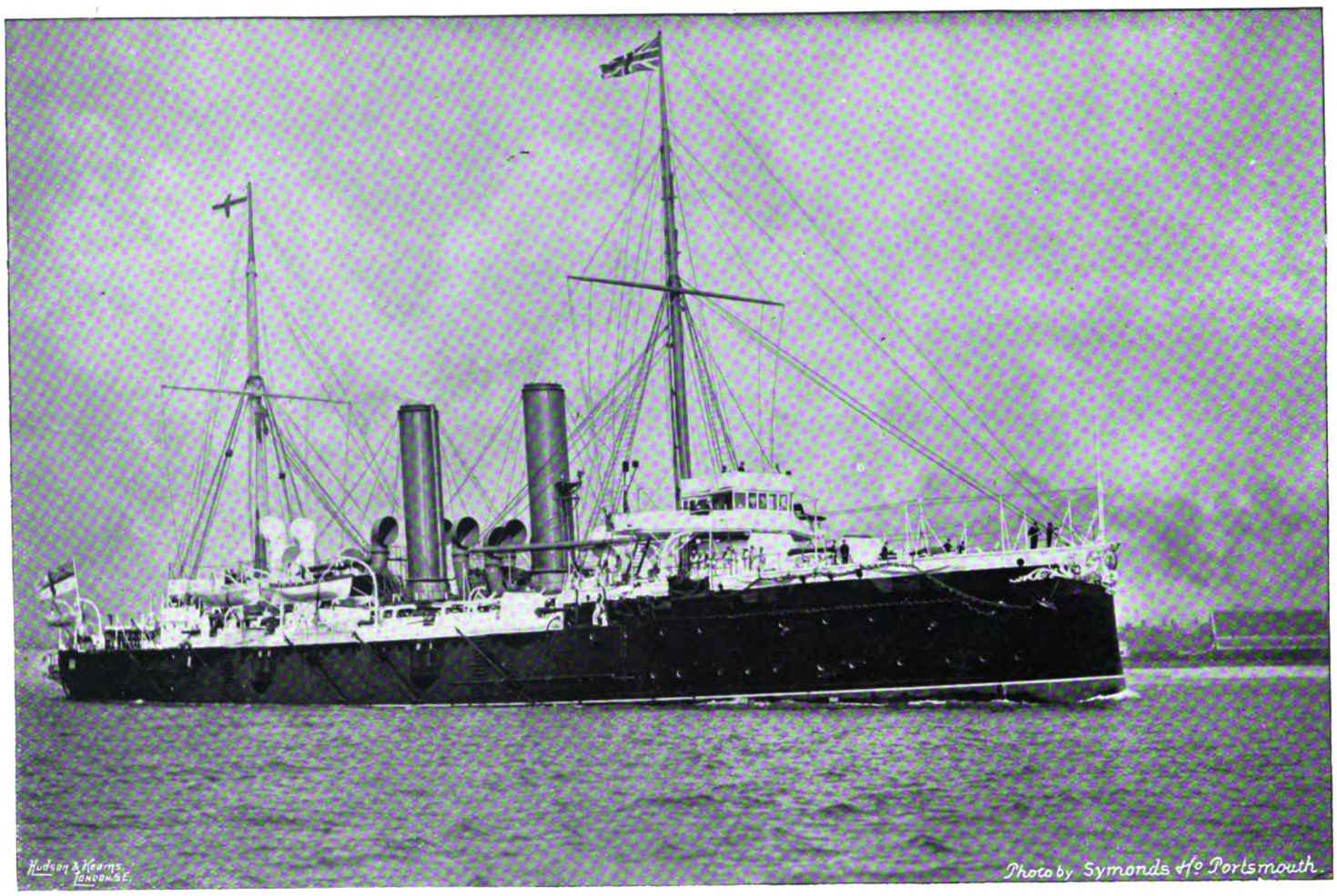
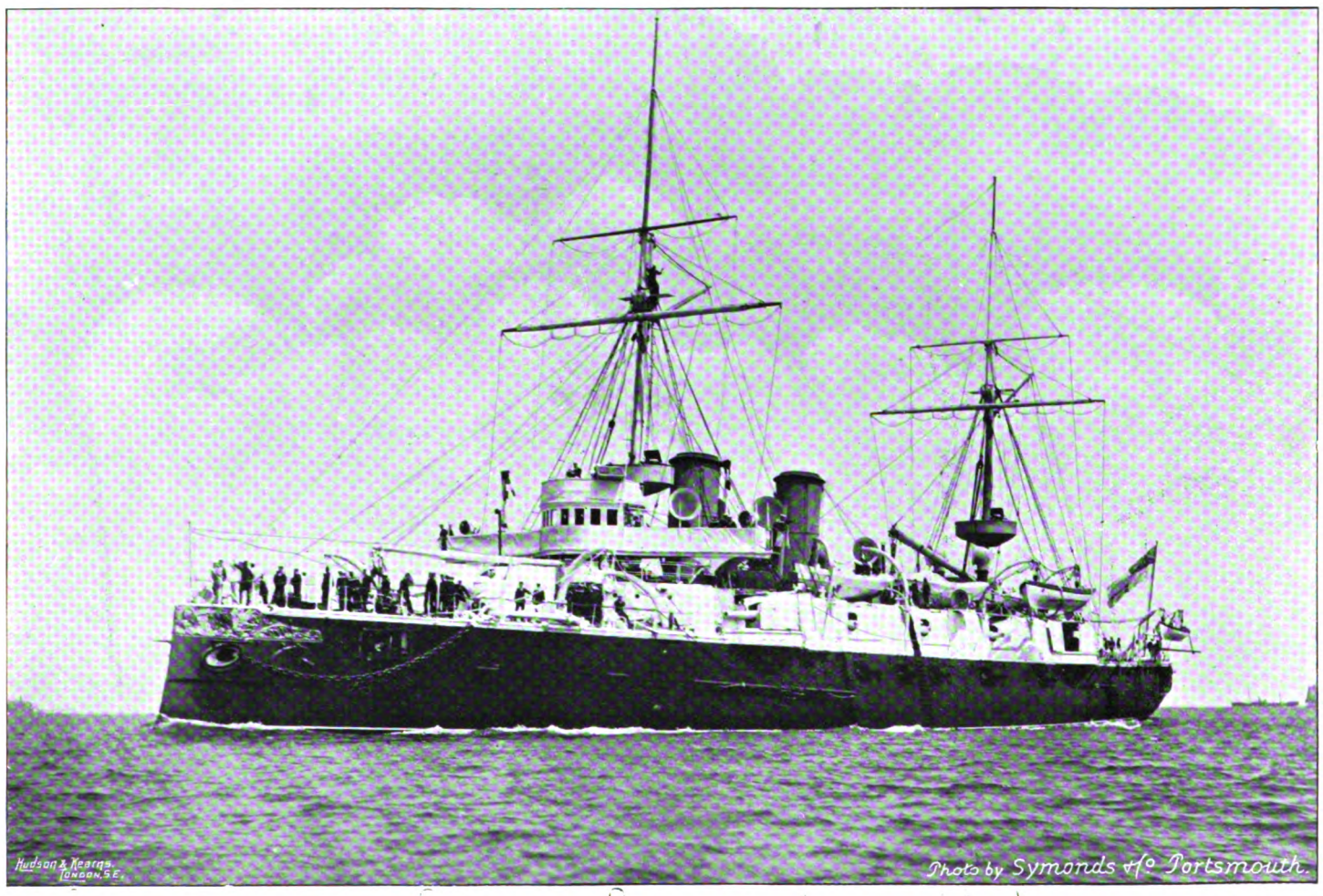


H.M.S. "ROYAL ARTHUR"—FLAGSHIP ON THE PACIFIC STATION.

THE "ROYAL ARTHUR" is a steel copper-sheathed first-class protected cruiser, completed for sea in 1891. She was built at Portsmouth Dockyard, and engined by Messrs. MAUDSLAY, SON & FIELD. Her displacement is 7,700 tons; I.H.P., 12,000. Length, 360 ft. Beam, 60 ft. Maximum draught, 23 ft. 9 ins. She carries, as her principal armament, one 22-ton gun, and twelve 6-in., twelve 6-pounder, and five 3-pounder quick-firers. Her speed is 19·7 knots, and complement 567. She flies the flag of Rear-Admiral H. F. STEPHENSON.



H.M.S. "AUSTRALIA"—COASTGUARD SHIP IN SOUTHAMPTON WATER.

THE "AUSTRALIA" is a steel first-class cruiser, and was completed for sea in 1888. She was built by Messrs. NAPIER of Glasgow, and engined by the same firm. Her displacement is 5,600 tons; I.H.P., 8,500. Length, 300 ft. Beam, 56 ft. Maximum draught, 22 ft. 6 ins. She carries, as her principal armament, two 22-ton guns, ten 6-in. and six 6-pounder and ten 3-pounder quick-firers, and has a partial belt of 10 in. armour. Her speed is 18·1 knots, and complement 484 officers and men. She is commanded by Captain W. A. D. ACLAND.

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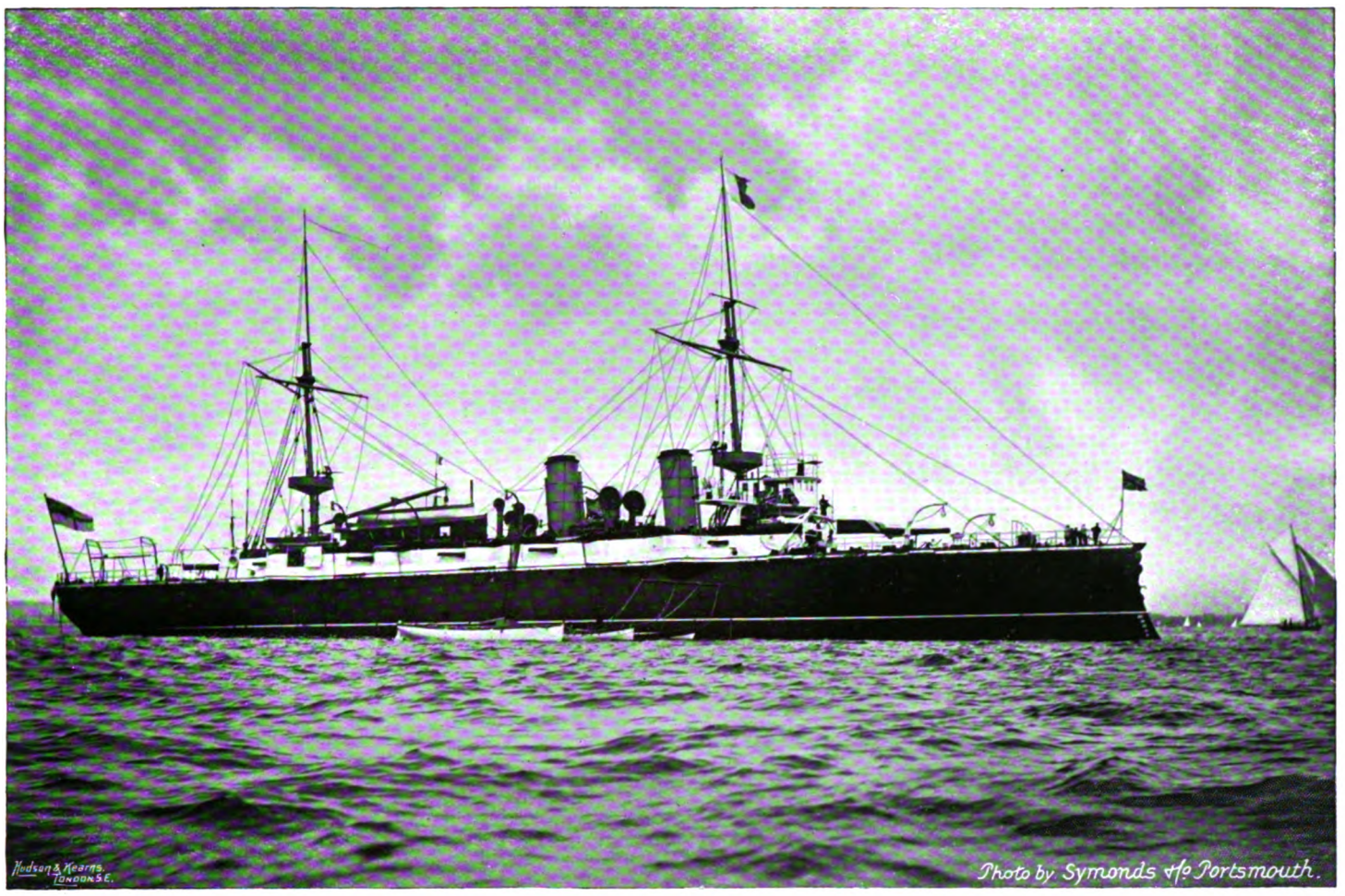

H.M.S. "ORLANDO"—FLAGSHIP ON THE AUSTRALIAN STATION.

THE "ORLANDO" is a steel first-class cruiser, and was completed for sea in 1888. She was built by Messrs. PALMER, at Jarrow, and engined by the same firm. She displaces 5,600 tons, I.H.P., 8,500. Length, 300 ft. Beam, 56 ft. Maximum draught, 22 ft. 6 ins. She carries, as her principal armament, two 22-ton guns, ten 6-in., six 6-pounder, and ten 3 pounder quick-firers, and has a partial belt of 10 in. armour. Her speed is 18·1 knots, and complement 484 officers and men. She carries the flag of Rear-Admiral CYPRIAN A. G. BRIDGE.

H.M.S. "CRESCENT"—FLAGSHIP ON THE WEST INDIES STATION.

THE "CRESCENT" is a steel copper-sheathed first-class cruiser, completed for sea in 1892. She was built at Portsmouth Dockyard, and engined by Messrs. PENN. Her displacement is 7,700 tons; I.H.P., 12,000. Length, 360 ft. Beam, 60 ft. Maximum draught, 23 ft. 9 ins. She carries, as her principal armament, one 22-ton gun, and twelve 6-in., twelve 6-pounder, and five 3-pounder quick-firers. Her speed is 19·7 knots, and complement 560 officers and men She carries the flag of Vice-Admiral JAMES E. ERSKINE.

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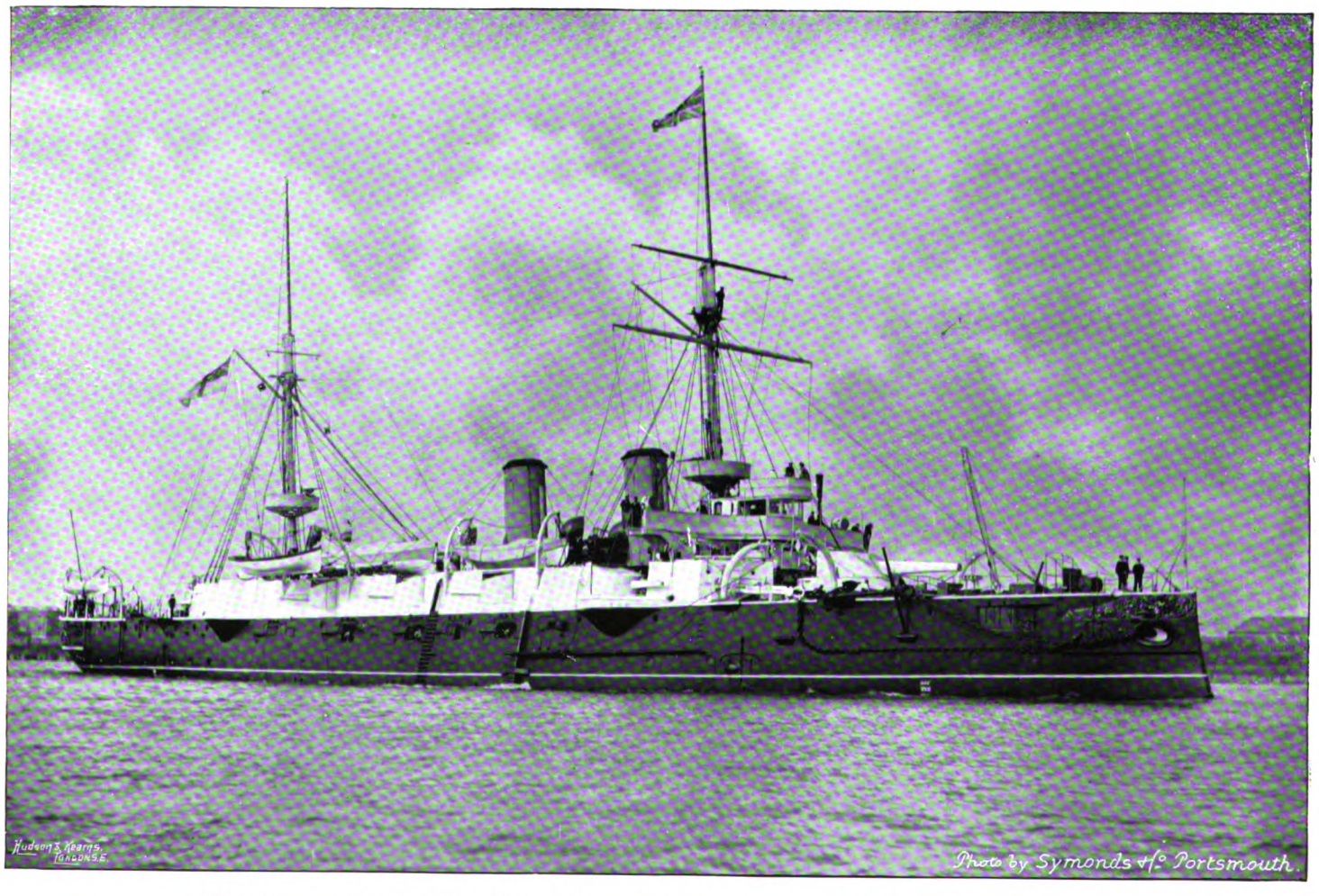
H.M.S. "RETRIBUTION"—Flagship on the South East Coast of America Station.

THE "RETRIBUTION" is a steel copper-sheathed second-class cruiser, completed for sea in 1891. She was built by Messrs. PALMER, at Jarrow, and engined by the same firm. Her displacement is 3,600 tons; I.H.P., 9,000. Length, 300 ft. Beam, 43 ft. 8 ins. Maximum draught, 17 ft. 6 ins. She carries, as her principal armament, two 6-in., six 4·7-in., eight 6-pounder, and one 3-pounder, all quick-firers. Her speed is 19·75 knots, and her complement 275 officers and men. She carries the broad pennant of Captain CHARLES E. GISSING, senior officer on the station.



H.M.S. "GALATEA"—COASTGUARD SHIP AT HULL.

THE "GALATEA" is a steel first-class cruiser, and was completed for sea in 1889. She was built by Messrs. NAPIER, of Glasgow, and engined by the same firm. Her displacement is 5,600 tons; I.H.P., 8,500. Length, 300 ft. Beam, 56 ft. Maximum draught, 22 ft. 6 ins. She carries as her principal armament, two 22-ton guns, ten 6-in. and six 6-pounder, and ten 3-pounder quick-firers, and has a partial belt of 10-in. armour. Her speed is 18·1 knots, and complement 484 officers and men. She is commanded by Captain BASIL G. COCHRANE.

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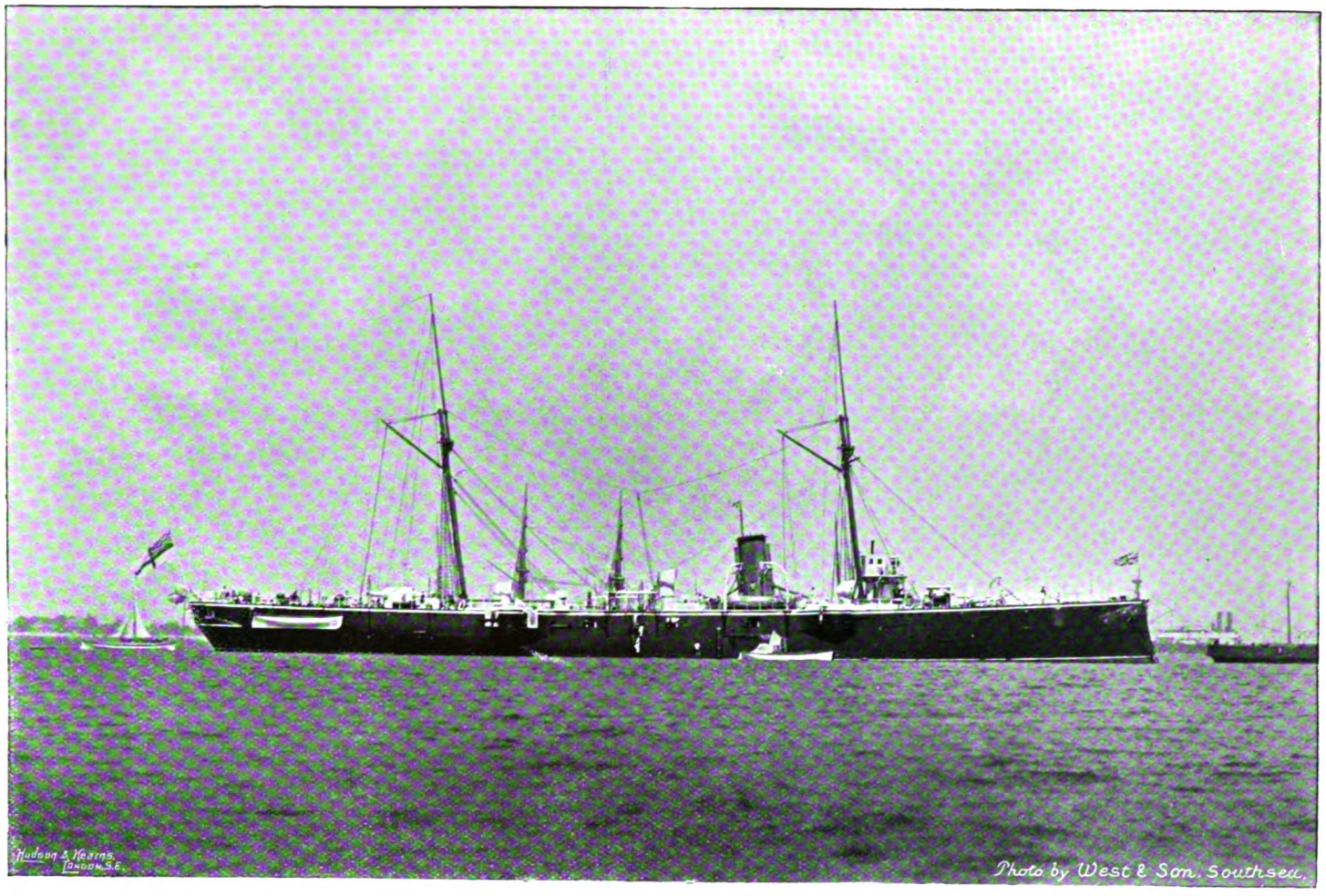
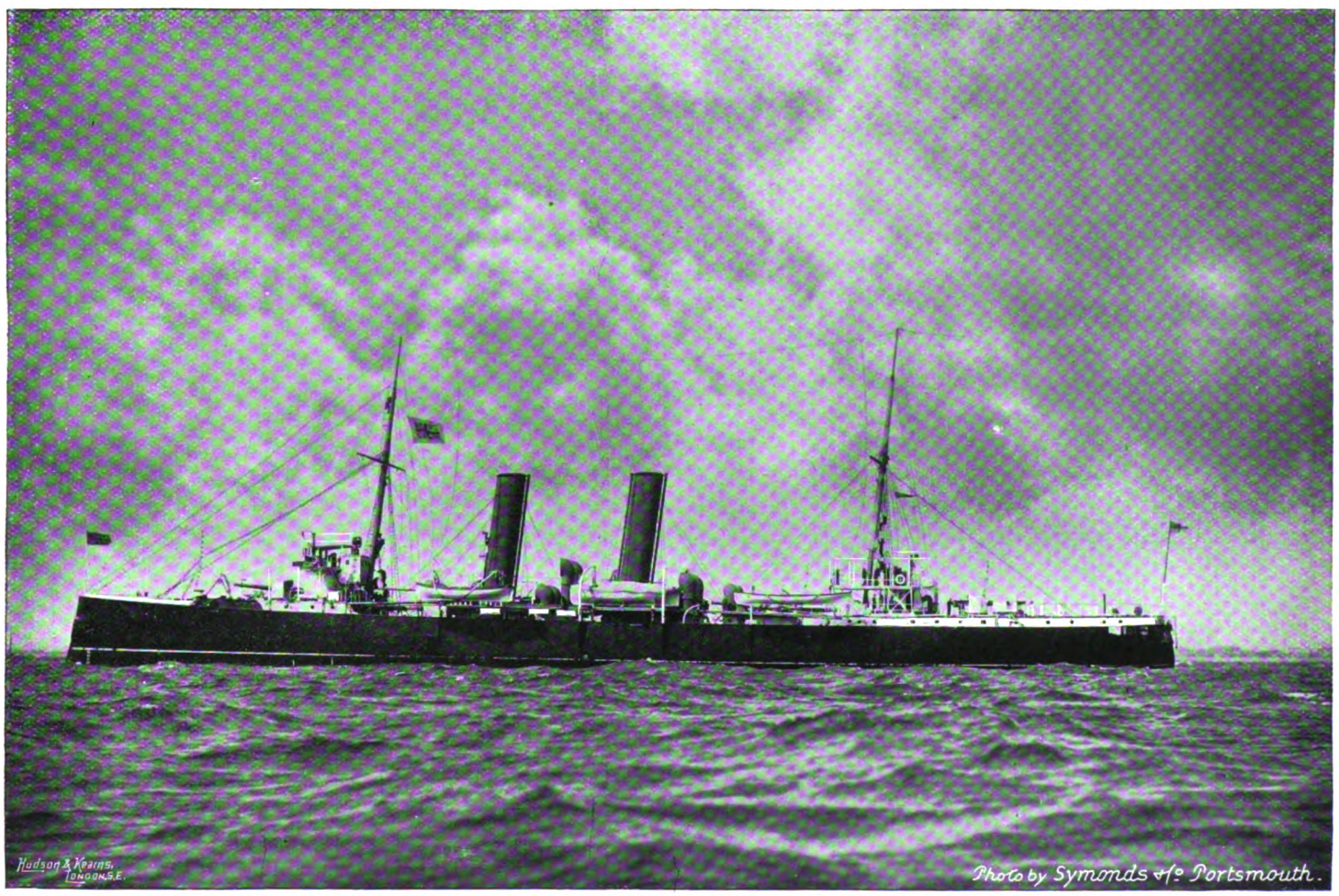


H.M.S. "MERSEY"—COASTGUARD SHIP AT HARWICH.

THE "MERSEY" is a steel second-class cruiser, completed for sea in 1885. She was built at Chatham Dockyard, and engined by Messrs. HUMPHRYS & TENNANT. Her displacement is 4,050 tons; I.H.P., 6,000. Length, 300 ft. Beam, 46 ft. Maximum draught, 19 ft. 6 ins. She carries as her principal armament, two 8-in. guns, ten 6-in., and three 6-pounder, and eight 3-pounder quick-firers. Her speed is 17·3 knots, and her complement 327 officers and men. She is commanded by Captain GEORGE W. HILL, and has for sisters, the "Thames," "Forth," and "Severn."



H.M.S. "MELAMPUS"—COASTGUARD SHIP AT KINGSTOWN.

THE "MELAMPUS" is a steel second-class cruiser, completed for sea in 1890. She was built by the NAVAL CONSTRUCTION AND ARMAMENTS CO., at Barrow, and engined by the same firm. Her displacement is 3,400 tons; I.H.P., 9,000. Length, 500 ft. Beam, 43 ft. Maximum draught, 16 ft. 6 ins. She carries as her principal armament, two 6-in. and six 4·7-in., eight 6-pounder, one 3-pounder quick-firers. Her speed is 20 knots, and complement 273. This vessel was at one time commanded by the DUKE OF YORK, she now carries the pennant of Captain C. P. G. HICKS.

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THE NAVY & ARMY ILLUSTRATED.

VOL. I.—No. 8.] *FRIDAY, APRIL 3rd, 1896.*

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ADMIRAL SIR NOWELL SALMON, K.C.B., V.C.

SIR NOWELL SALMON won his V.C. in the Indian Mutiny, when serving as a lieutenant with the "Shannon's Naval Brigade" in India before Lucknow. Lord WALTER KERR, of the Channel Squadron, then a midshipman, was one of his shipmates and took part with him in the Indian campaign. Before that, however, Sir NOWELL had seen war service with the Baltic Fleet in 1854 and 1855. Since then he has been A.D.C. to the Queen, and Commanded-in-Chief, first on the Cape and West Coast of Africa Station, and then eight years ago on the China Station. He has been Commander-in-Chief at Portsmouth since June, 1894. Next year Sir NOWELL will complete half a century of service on the Active list.

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A fine type of Bluejacket: The Captain's Coxswain of the "Theseus."

THE post of Captain's Coxswain is held on board ship by a Bluejacket selected for general smartness and good character, to act as a *factotum* or handy man, and to look after and steer the captain's barge. In its name the post is as old as the Royal Navy itself, and takes us back to mediæval times when the "cockswain" or "cogswain" was one of the three chief officers on board ship—in charge of the "cog," the largest of the boats.

21 *years afloat.* *First-class Petty Officer MOORE, of the "Blake."*

FIRST-CLASS PETTY OFFICER MOORE, of the cruiser "Blake," has done duty in the Navy for twenty-one years in all parts of the globe, in token of which he wears the Good Conduct Medal, and three Good Conduct Badges. He also wears the Egyptian War Medal, with a Clasp for the battle of El Teb, as well as the Khedive's bronze Star. The crossed anchors with the crown above on Mr. MOORE'S left arm are the distinctive badges of his rating.

SOME OF THE MARINES ON BOARD THE "MAJESTIC."

WE have here some of the detachment of Royal Marines—both Artillery and Light Infantry, as their forage caps and Glengarries show—now serving in the flagship of the Channel Squadron. There is plenty of scope on board ship for the Marines who take their share of all duties (except those aloft) side by side with their bluejacket brethren. The Marines are told off to watches and messes like the sailors, are quartered at certain of the heavy and quick-firing guns, under their own officers, have their stations at general and fire quarters, act as small-arm men with landing parties and take their turn as sentries, and have a general share in all the duties of the ship.

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"GOD SAVE THE QUEEN".—HOISTING COLOURS ON THE "MAJESTIC."

EACH morning, all the year round, on board every commissioned battleship and cruiser in Her Majesty's Service the national colours of the British Fleet—the White Ensign flag, worn at the ensign staff right at the stern of the vessel—are ceremoniously hoisted under a general salute. In Home waters the ensign is hoisted regularly at eight o'clock in summer, and at nine o'clock in winter, all present on deck, according to the custom of the Service, standing with hand raised to the cap in salute, and the band of the ship (where there is one) playing the opening bars of "God Save the Queen." The scene shown above is the hoisting of the colours on board the battleship the "Majestic," the senior flagship of the Channel Squadron, one winter's morning quite recently.

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TEACHING MIDSHIPMEN TO "SHOOT THE SUN."

OUR illustration shows a class of Midshipmen and Naval Cadets on board the "Blake," having the Sextant and its working parts explained to them by the Naval Instructor of the ship. The Midshipmen who hold senior rank of the two, are denoted by the historic "white patch" on their collars, the Naval Cadets wearing for their badge a button with a worked button hole. The Sextant is an indispensable instrument at sea, and is used daily at noon, at the hour of the sun's greatest altitude, to determine the exact latitude Every officer on duty from the Captain to the Midshipmen attends on the quarterdeck, Sextant in hand, to take part in the ceremonial of "shooting the sun."

THE SIGNAL STAFF OF H.M.S. "RETRIBUTION."

THE group here shown comprises the signal staff of the cruiser "Retribution," the senior officer's ship of the squadron serving off the South East Coast of America. The Signal Service in the Royal Navy is recruited directly from the training ships, where boys likely to prove suitable, are in the first place specially set aside for special training. On being drafted at the end of the training ship course to sea-going ships, the boys are rated as "signal boys," and instead of, as with the other boys, rising to become A.B.'s, continue in the signals department throughout their term of service, becoming "qualified signalmen," "yeomen of signals," etc., up to "chief yeoman of signals."

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THE COMPANY OF THE "BLAKE."

UPWARDS of five hundred and fifty officers and men of all ranks and ratings, comprise the company of the big first-class cruiser "Blake," of 9,000 tons, now serving in the Channel Squadron. Here we see the greater number of the ship's complement assembled to face the camera on the forecastle; a notable assemblage and one that—at any rate as regards uniformity of appearance and dress—could only have been seen in comparatively recent times. It is a curious fact, and one that may seem hardly credible, down to after the Russian War of 1854-55 our sailors had no regulation uniform, and might practically throughout the Navy wear any sort, or "cut" of seafaring dress that they choose or could most conveniently procure.

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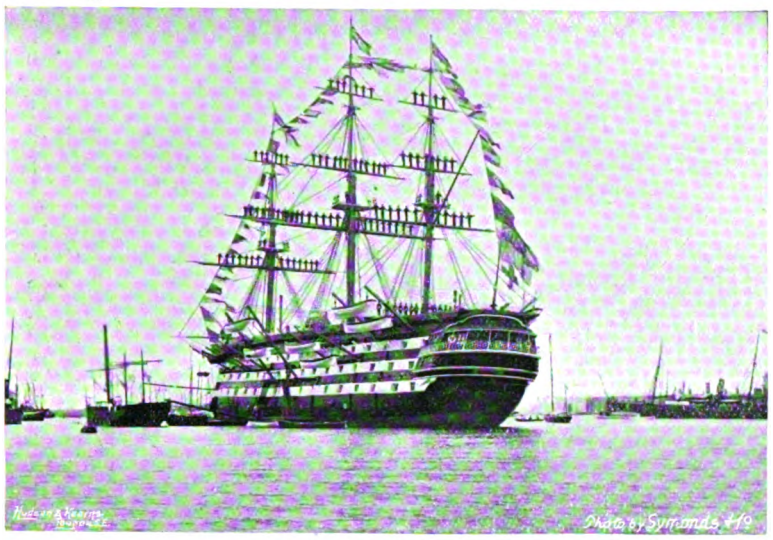
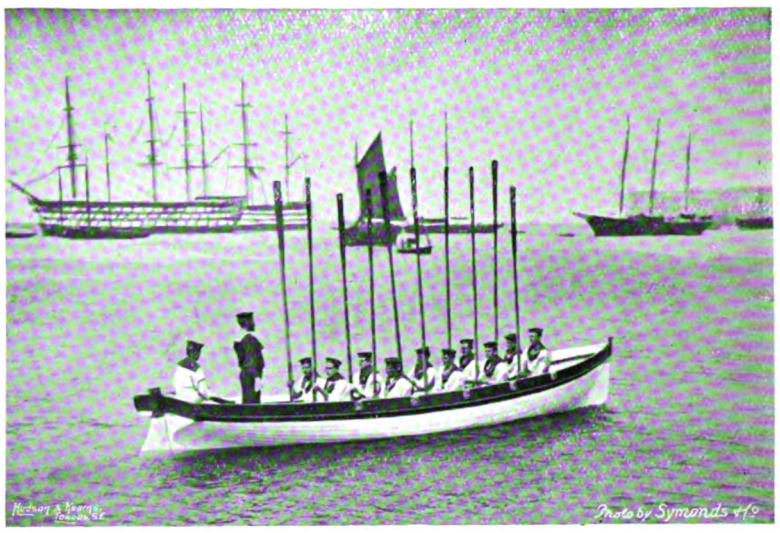


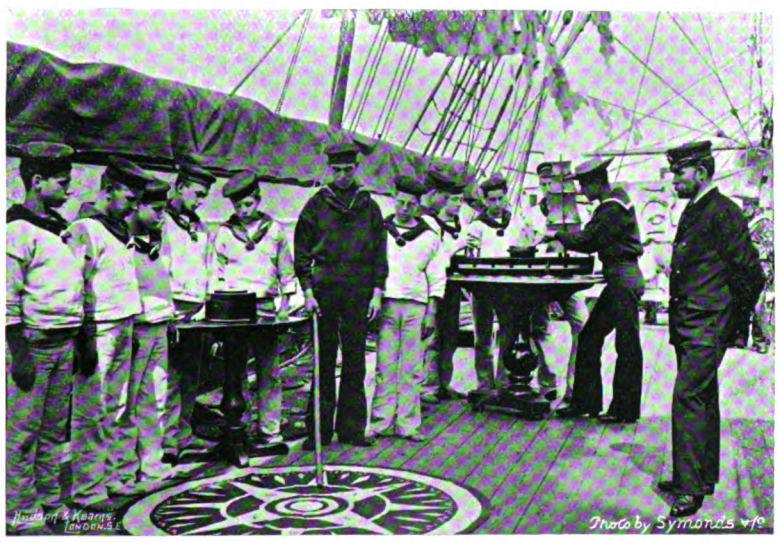
THE "ST. VINCENT" MANNING YARDS. THE QUEEN PASSES.



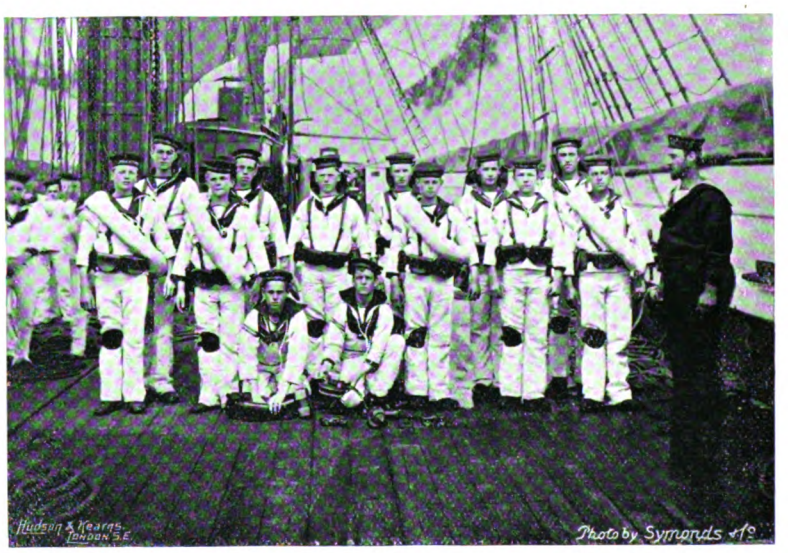
BOAT SALUTING—THE ADMIRAL PASSING.

SINGLESTICK PRACTICE.

PHYSICAL DRILL—DUMB-BELL EXERCISE.



LEARNING TO BOX THE COMPASS AND HEAVE THE DEEP SEA LEAD



A LANDING PARTY FALLING IN.

TRAINING SHIP LIFE.—H.M.S. "ST. VINCENT."

ON board the training ship "St. Vincent," at Portsmouth—as on board our six other training ships, the "Impregnable" and "Lion," at Plymouth; the "Boscawen," at Portland; the "Ganges," at Falmouth; and the "Caledonia" and "Black Prince"—the training vessels for Scotland and Ireland, at Queensferry and Queenstown—it may be taken as a fairly general rule that half the day is allotted to learning the business of the bluejacket, and half to ordinary and religious education. This is the day's average routine: Turn out at five in summer, and six in winter, and breakfast at a quarter to seven. From half-past seven, for an hour, there is sail drill aloft, followed, between half-past eight and nine, by inspection, and prayers by the Chaplain. Then, from nine o'clock to half-past eleven, comes drill in the various classes, and after that, drill aloft until the dinner hour at noon. For an hour, the boys are left to their own devices, and then the first hour and a half of the afternoon course begins for instruction, according to the class in which the boy may be—in seamanship, signalling, gunnery, and school work proper (the art and mystery of the three R's). From half-past three to half-past five the boys devote to clothes mending, boat exercise, athletics, and so forth, and this concludes the working day on board. Tea or supper follows, and then comes general amusement, romping and skylarking, or dancing, until the hour to turn in arrives. Of the various items that are included in the programme of instruction for the sailor boy recruit, our illustrations give sufficient idea.

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PREPARING FOR MUSKETRY PRACTICE—THE ART OF AIMING.

CUTLASS DRILL.

A MORNING AT HEAVY GUN DRILL.

INSTRUCTION IN FURLING AND REEFING SAIL.

FIELD GUN DRILL—READY TO OPEN FIRE.

FIELD GUN DRILL—A DISMOUNTED GUN.

TRAINING SHIP LIFE.—H.M.S. "ST. VINCENT."

THE boys are entered at the age of from fifteen to sixteen-and-a-half, and are recruited from all over the country, although it is said most of them hail from the South Coast. On being passed by the doctor as of robust frame, sound and healthy in constitution, and free from malformations or defects, character, after reference being found satisfactory, and the consent of responsible relatives being obtained, the lads are drafted to the nearest training ship for formal entry. Here each lad has to sign an agreement to serve continuously in the Royal Navy for twelve years from the age of eighteen, and then the recruit becomes a "boy, second class." Training for active service begins at once, the first year's training including instruction in knots and splices, sails, masts and yards, boat pulling, flags, the lead and compass, and so on. As first-class boy, the next stage, the lad learns to make and mend his clothes, the art of signalling, sailmaking, fitting rigging, sail drill aloft, boat pulling and sailing, swimming, rifle and cutlass exercise, musketry, and field and big gun drill, the course finally closing, after some twenty months in all, with a six week's cruise in a training brig, whence the lads pass to the Depot ship to be drafted in turn to the Training Squadron, whence as "ordinary seamen" at the age of eighteen they join the Fleet. Finally, as all work and no play makes Jack a dull boy, every opportunity for recreation, whether out of doors on the cricket and football field, or indoors, is given the lads.

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H.M.S. "GIBRALTAR," NOW OF THE FLYING SQUADRON—FITTING OUT AT PORTSMOUTH.

HERE we see one of the ships of the Flying Squadron, the first-class cruiser "Gibraltar," fitting out at Portsmouth, immediately after the issuing of the order for the squadron to be mobilized. Just a week, as we know, elapsed between the order for the squadron to mobilize going forth, and the commissioning of the six ships taken up, the last stages of the operation being that shown in the picture, the taking on board of powder and provisions. To what a point of efficiency our naval mobilization scheme has attained, the despatch in the fitting out of the Flying Squadron has satisfactorily shown. Everything needed for the complete equipment of every ship in reserve at each port is kept in store at that port, placed at hand together, and labelled with the name of the ship, ready to be put on board rapidly, while the ships themselves are kept in seagoing order and constantly inspected—engines, guns, and hull.

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A Leap Year Anniversary—The Taking of the "Foudroyant."

THERE is, in the whole range of our naval annals, well stored as they are with the records of brilliant achievements innumerable, hardly a more thrilling tale than that of the desperate Man-of-War duel which added the name "Foudroyant" to the British Navy List one 29th of February. If the battle actually began on the evening before, its result was uncertain till some time after midnight, and it was not until well into the small hours of the morning of the 29th of February that the closing shots were fired and the fiercely contested fight was at length won. It is, therefore, on that day only that the event may rightfully be celebrated—an anniversary that comes round with Leap Year only once in every four years.

It was in February, 1758, during the Seven Years' War. The "Foudroyant," at that time the flagship of the French Fleet in the Mediterranean, with three other Men-of-War, her consorts, was on her way from Toulon with orders to attempt to raise the blockade of Cartagena, where an English Fleet under Admiral Osborn, had shut in a French Admiral, M. de La Clue, together with the main body of the French Toulon Fleet. The new arrivals by joining hands with De La Clue would have given the French a superiority over the blockaders, and compelled Admiral Osborn to accept battle at a disadvantage. Osborn, who had heard of their coming, however, did not wait to be attacked. While "masking" the force in Cartagena he went with a picked squadron of his ships well in hand, straight for the new comers in the good old British style.

In the British Mediterranean Fleet at this time there was serving the "Monmouth," a two-decker of 64 guns, a ship of which it came to be said at the close of her final commission a few years later, "there was no enemy she ever chased that she did not overtake, there was no enemy she ever closed with that she did not overcome."

The "Foudroyant" and her squadron on first sighting Osborn off Cape Gata, on the afternoon of the 28th February, soon found themselves outnumbered, and thereupon they at once went about and fled, separating as they ran, each ship steering a different course. Our ships scattered in pursuit, the three leaders of the British squadron, the "Monmouth," "Hampton Court," and "Swiftsure" going after the big "Foudroyant." The "Hampton Court" and "Swiftsure" it happened sailed badly, the "Monmouth" remarkably well, with the result that the "Monmouth" by sunset had run her consorts out of sight, and was gradually closing alone on her powerful antagonist.

It was a daring act, considering the odds against the "Monmouth," rash enough had the sequel been otherwise, to have brought the "Monmouth's" captain to a court martial for deliberately throwing away his ship. The "Foudroyant" could and should according to every reasonable showing, have blown the "Monmouth" clean out of the water with almost a single broadside. At any rate she might well expect to overpower the "Monmouth" before her consorts could come up. Such a thing had happened before, and the French Navy at that very time possessed an ex-British prize, a British Man-of-War—the "Northumberland," of seventy guns—so captured when running unsupported too far ahead in pursuit.

The "Monmouth" was a very small ship, of the lowest class admitted into the line of battle, a 64-gun ship, mounting nothing heavier than 24-pounders. The "Foudroyant," was a magnificent French first-rate of the period, an 84-gun ship, carrying a battery of 42-pounders. In weight of metal the French ship threw a broadside of 1,136 pounds, (heavier practically, than the broadside of a British first-rate of the period, such as the "Royal George"), against the "Monmouth's" poor 540 pounds broadside. Her crew also numbered 1,000 men (including soldiers), to the 470 of the "Monmouth's" company. In addition — for what it was worth — the "Foudroyant" was counted the crack ship of the whole French Navy. "No ship in the world can ever take her," they said confidently in the King's ante-chamber at Versailles. "She will fight if need be, all to-day and all to-morrow and all the next day, and still go on fighting." The "Foudroyant" now flew, moreover, the broad pennant of one of the smartest officers in Louis the Fifteenth's Navy, or, who, indeed, ever wore the *bleu du Roi* naval uniform of France, Chef D'Escadron (or Commodore) the Marquis Du Quesne.

Formidable an antagonist, however, as the "Foudroyant" was certain to prove to him, Arthur Gardiner, the captain of the "Monmouth," had a special incentive of his own that impelled him as he considered to bring that particular French ship to close action at all hazards. Gardiner had been Admiral Byng's flag captain in the action off Minorca, in which the "Foudroyant" had been the French admiral's flagship, and after that unfortunate affair he had been among the officers suspended from duty and sent home with the admiral more or less in disgrace, to bear evidence at the court martial on Byng. All Gardiner could say for the unfortunate Byng before the court he did—they were old friends and Captain Gardiner, both as midshipman and lieutenant, had previously served with Byng for his captain in various ships during many cruises.—But with every statement he made he only succeeded in further inculpating his chief, whilst the evidence tended to exculpate himself. Byng, on the day of the battle, the flag captain's evidence plainly showed, had deliberately chosen to take over on to his own shoulders the whole charge, not only of the working of the Fleet but also of the flagship as well. Every suggestion—amounting once or twice to actual expostulation—that Gardiner made to the admiral was from first to last simply put aside. That Gardiner's evidence established.

When the fatal "clubbing" and doubling up of the ships of Byng's line, ahead of the admiral, took place, Gardiner it was proved, had strenuously urged on the admiral to take prompt and active measures, and bear down boldy on the enemy at once without waiting to "dress" the line again. Byng's flat rejection of his flag captain's advice, and the consequent delay, decided the fortunes of the day—and the fate of Byng himself before the tribunal.

When the trial was over, Captain Gardiner was appointed to the "Monmouth," and a little later he was sent back to the Mediterranean station; but he could not, it would appear, get out of his mind his association with the unfortunate business off Minorca. He would go out of his way, in ordinary conversation, it is related, to express resentment at the imputation of "shyness" before the enemy, which he maintained had been made against himself personally.

According to Gardiner, Lord Anson, the First Lord of the Admiralty, had even said of him, at the time of Byng's trial, that he—Captain Gardiner—was "one of the men who had brought disgrace upon the country." This, the captain of the "Monmouth" declared, had cut him to the soul:—it was cruel and false. All he lived for, Gardiner asserted over and over again, was to wipe off the unjust slur that had been cast on his good name. That done, he recked little what might befal him.

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Against the "Foudroyant,"—as the French flagship that the British flagship, the "Ramillies," Gardiner's own command, should have matched herself with in the line of battle—according to the prevailing custom of naval war, Gardiner was particularly bitter. It had galled Gardiner terribly to read in the newspapers, as he had done, how, while his own old ship's credit had come under a dark cloud, the "Foudroyant's" return to port after the battle had been made the occasion of a special fête and demonstration:—how a triumphal procession of flower-bedecked boats went out to escort her into Toulon harbour with music, amid the thunder of salutes from the Toulon shore batteries and forts, and peals of bells from all the church steeples; while every ship in the roadstead and harbour manned yards and cheered her with redoubled shouts of "Vive le Roi! Vive le 'Foudroyant!'"

"If ever I fall in with the 'Foudroyant' again" Captain Gardiner was heard to say repeatedly, "whatever ship I may be in, whatever may be the odds against me, I will fight her then and there, and take her or sink alongside." "I feel sure," he would add, "that the day will come, and that I will have my opportunity before the war is over."

A strange presentiment truly, and one, as things turned out, destined to be fulfilled with dramatic and absolute completeness.

As the chase proceeded the "Monmouth" drew up more and more with her giant antagonist, and then, just as they were getting within gunshot of the "Foudroyant," Gardiner called his men to the quarter-deck.

He addressed them in a few stirring words. "That ship has to be taken, my lads," he began, "more than a match for us though she looks. We are Englishmen and don't mind that. I shall fight her until the 'Monmouth' sinks. I will not quit her, I promise you, while this ship can swim or I have a soul left alive on board." Shortly before this address to all hands, Gardiner, it is related, had told one of his officers, pointing to the "Foudroyant," then about a mile ahead of them, "whatever becomes of you and me, that ship must go into Gibraltar." In this spirit, all on board the "Monmouth," captain, officers and men, went to their quarters for action.

The firing soon began. First slowly and deliberately:—gun answering gun at long range, French stern-chasers replying to British bow-chasers, each side aiming with carefully laid "winging" shots, to bring down a mast or a spar. The "Monmouth" had the better luck in the game at this stage, and gradually she was able to cripple her antagonist aloft. She drew up closer and closer, firing with increasing fierceness as she came on until at length she forged up alongside the big Frenchman and got level, closing in under the "Foudroyant's" guns within pistol shot. Then the men of both ships set to work hotly, as fast as the guns on each side could be loaded and run out. It was dark, between seven and eight o'clock on a February night, but the battle lanterns that hung over the guns in the batteries between decks, lighting up the tiers of ports along the side of each ship, gave mark enough to point the guns by. More was not wanted.

The encounter was desperately fierce and lasted till well past one in the morning. Captain Gardiner was severely wounded about nine o'clock, but he declined to quit the deck, until, some time later, a bullet in the forehead struck him down with a mortal wound. He retained consciousness long enough, however, to send for his first lieutenant, Carkett, and give him his final instructions.

"You are to fight the 'Foudroyant' to the last gasp," said Gardiner, "and sink the 'Monmouth' alongside rather than quit her."

Gardiner knew his man. Robert Carkett might be trusted to die hard. Carkett took his captain's hand and pledged himself to abide by Gardiner's orders.

"You may rely on me, Sir," he said, and then he directed hammer and nails to be brought him. With these Lieutenant Carkett with his own hand nailed the 'Monmouth's' ensign to the flagstaff. That done, Carkett pointed to his pistols and declared aloud, "I take my oath to shoot down on the spot any man, whoever he is, who even whispers a word of striking the 'Monmouth's' colours."

A little after that the "Monmouth's" mizen mast, shot through, went by the board. The Frenchmen cheered wildly and redoubled their efforts: but the cheers were to be against them soon. Half-an-hour before midnight, first the "Foudroyant's" mizen came down and then her main mast. Still though the fight waxed fiercely:—until midnight was well past. Then, at length, British endurance began to tell. First on the upper decks, and after that on the lower; the French officers began to find a difficulty in keeping the men to their guns, until in the end the French sailors refused to stand to the guns any longer. By an hour after midnight the "Foudroyant" was practically, indeed, a beaten ship, her men had been completely driven from the guns, and not a musket shot even came from her tops or upper decks. She did not, however, as yet make any outward sign of giving in, sullenly taking her punishment as the "Monmouth" continued to cannonade her into submission. At this point the "Swiftsure," who had been steering by the flashes of the guns all night, came up and opened fire. In the presence of so superior a force French honour could not help being satisfied, and with an answering gun to the "Swiftsure" *pour l'honneur du pavillon*, Commodore Du Quesne at once hauled down his lights and flag, and hailed that he had surrendered. He insisted, however, on surrendering to the "Monmouth" alone, and handed his sword personally to Lieutenant Carkett, as the senior surviving officer of that ship. The tale goes that next morning when daylight enabled Du Quesne to look over and count the guns of the ship that had vanquished him, the ex-captain of the "Foudroyant" shed bitter tears at having given in to so puny an antagonist.

A more striking contrast in size, indeed, than the two ships presented could hardly be imagined. As an officer at Gibraltar put it, when a day or two later the "Foudroyant," with the British ensign over the French, rounded the Mole in tow of the "Monmouth:"—"It is just like the Monument following in wake of a ninepin."

The fight cost the "Monmouth" her gallant captain (cut off in his forty-second year), and twenty-seven men killed, besides seventy-nine more or less seriously wounded. The "Foudroyant's" return of casualties numbered all told a hundred and ninety killed and wounded. Eighty barrels of powder—nearly four tons,—one thousand five hundred and forty-six round shot, five hundred and forty charges of grape shot, and one hundred and fifty-six rounds of double-headed shot was the return of ammunition expended by the British ship alone, made by the gunner of the "Monmouth," a sufficient testimony to the way in which Captain Gardiner's men had fought the action out.

What our ancestors of the days of Wolfe and Hawke thought of the fight we know. To them it was "one of the most glorious in the naval history of Britain." They made ballads about it, moreover, which for long enjoyed great vogue, while painters vied with one another in reproducing pictures of it. A relic of the signboard popularity of the battle indeed, still exists, in the little town of Lostwithiel, in Cornwall, where there is an inn that bears as its signboard a painting of two ships engaged in close combat, with beneath the legend—"The memorable battle of the "Monmouth" and "Foudroyant."

As a trophy-name, and the memorial of a magnificent feat of arms, seeing that we have no "Monmouth" or "Foudroyant" now on the active list of the Royal Navy, Mr. Goschen would do well to place both names on his list for two of the new battleships or new cruisers that the Admiralty propose to lay down this year—a leap year's choice in honour of a leap year's anniversary.

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Tamai: How we have Fought in the Soudan.

TWELVE years ago certain famous regiments of the British Army and a gallant Naval brigade had just engaged in a sharp struggle with Osman Digna, the man of many lives, the fierce and yet unquelled Emir of the Mahdi, who even now threatens Kassala in the Eastern Soudan. Surpassingly important results might have been achieved by a subsequent advance to Berber, and perhaps thence to Khartoum; but the failure of the Government to make this possible diminishes in no degree the noble achievements of our officers and men under Sir Gerald Graham in 1884. Hicks's Army, marching to the relief of Obeid, had been destroyed; the column with which gallant Captain Moncrieff of the Royal Navy fell had been crushed; Tokar and Sinkat had fallen; the bones of Baker's wretched Egyptians lay whitening on the field of El Teb; and panic spread through the places along the Red Sea shore. The growing Dervish frenzy threatened all that was valuable in the Eastern Soudan.

Admiral Hewett—the same who pluckily defended the Lancaster battery with a single gun before Sebastopol—was Governor of Suakin, and in command on the coast. The remonstrances he sent to Osman Digna produced no effect in humbling the audacious Emir. Ivory, gum, and feather merchant, as some say, shoemaker, as others have styled him, slave dealer in any case, ruined in his trafficing by the capture of his dhows in the Red Sea by a man-of-war's boats, Osman Digna has that in him which enables him to weld together and wield the forces of the savage Hadendowas, and other tribesmen. He watches actions aloof with his "praying detachment," but his frizzy-headed warriers, "fuzzie-wuzzies" as our fellows called them, fight with terrific dash that shows they are worthy foemen. To relate how, in the second battle of El Teb, on Leap Year's Day, in 1884, he was struck but not quelled, is beyond our scope to-day. Though restricted in character, it still was a "famous victory."

On March 9th the base was changed from Trinkitat to Suakin. It is a curious place, consisting of white, flat-topped houses, with lattice windows, crowded upon an island in a land-locked harbour; and beyond, upon the mainland, approached by a causeway of wood supported upon rough stone piers, lies a wretched suburb, into which Osman's marauders were accustomed to drop stray shots at night when they stole the produce of the gardens outside. The people of Suakin grew happier, and dark-skinned children shewed their white teeth as they laughed merrily at the sight of brawny bluejackets and Highlanders. Dusky women eyed the strangers at the doors, savage dogs, gnawing bones, growled, and the whole place sweltered beneath the blazing sun.

The new comers were high spirited, and chaffed one another on their discomforts, for they had been hurried off from Cairo in light marching order, with a shirt and a pair of socks per man. The Black Watch were suffering under a grievance. It might be that they had spent their ammunition somewhat rashly at El Teb, but it was surely too much, they declared, to say, of men who had fought so valorously, that they ought to have broken madly into the double among the enemy's rifle pits.

Inland from Suakin, beyond the market gardens and the rude dwellings of the Arabs, stretched the brown sand, dotted with mimosa bushes and cacti, and in the distance were low pointed hills of granite and syenite where Osman was in position. On March 10th the Black Watch were ordered to march out to Baker's zeriba, a position at the foot of the Teseleh hills. It was a Sunday, and a day of torrid heat, and the air hung heavy and motionless, but the Highlanders tramped patiently through the sand. Five men fell with sunstroke, and many were temporarily disabled, but that evening they completed the entrenching of the position. The rest of the infantry, with the artillery, started out from Suakin at six o'clock in the evening of the next day, and reached the place at half-past ten at night.

Preparations had been made at the zeriba. It was a considerable inclosure, and in the middle, arranged in an oblong square, boxes of stores, sacks of corn, and great bales of *tibbin* had been piled, and troughs had been formed for watering the animals. Vast quantities of the essential fluid had been sent on by camels and mules in great skins and tin *zamzamiehs*. Lieutenant Colonel Andrew Haggard, in his *Under Crescent and Star*, tells an amusing story of how riding back from the zeriba towards Suakin that night with some drivers on camel-back, he met the soldiers plodding through the sand. As the gaunt forms of himself and his companions rose up before the foremost men he could hear them, in the silent air, excitedly saying to themselves: "There they are! They're coming on!" and woefully disappointed were the men to find they had no chance of demolishing a foe. It was a soft and pleasant night, with moonlight almost like day, and the men met nothing more alarming than this friendly apparition on their way to join the Black Watch at the zeriba, though the Naval Brigade had tough work in dragging their guns through the sand.

There were two brigades. The first, under gallant Sir Redvers Buller, included details of Royal Engineers, the 3rd King's Royal Rifles, the 1st Gordon Highlanders, and the 2nd Royal Irish Fusiliers. The second brigade, which was to bear the brunt of the fighting, under that downright soldier, Major-General John Davis, included the 1st Royal Highlanders, Black Watch (*i.e.* the old 42nd), the 1st York and Lancaster (65th), and the Royal Marine Light Infantry and Artillery (14 officers, and 464 rank and file). The general force of artillery and infantry numbered 116 officers, and 3,216 non-commissioned officers and men. The cavalry (10th and 19th Hussars, with some Mounted Infantry) numbering 41 officers and 696 rank and file, left Suakin at daybreak on March 12th, and reached the zeriba at 7 a.m. The number of the enemy arrayed against the force has been variously stated as between 9,000 and 12,000 men.

On the next morning large bodies of men were seen in the distance by the mounted scouts, and accordingly orders were made for a forward movement. The men prepared a hasty dinner, and at one o'clock in the afternoon the advance began. The distance to be covered was about seven miles, but the suffocating heat and dust, the difficulty of dragging the guns through the sand, and the resulting trouble in keeping the formation, made the progress slow, and frequent halts necessary, so that the bivouac was not reached until 5 o'clock. It was necessary to make a good defensive position, for the cavalry had come into contact with the enemy in great force.

A space was accordingly cleared of the prickly mimosa bushes which covered the land, and these were used in the remaining hour of daylight to form a zeriba, with an open space all round it, so that the stealthy enemy might be given no opportunity of making an attack by surprise. They were watching the proceedings, and a desultory fire was kept up at long range, Major Holley, R.A., and intrepid Captain Rolfe, R.N., working the 9-pounders with shrapnel, and a Gardner gun, which soon drove the dusky foe to his shelter. The cavalry brought in a convoy of 245 camels with two days' water, rations, forage, and reserve ammunition, and all was

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commotion, dust, and excitement, until the gaunt beasts were relieved of their burdens, and the shouts of the drivers died on the motionless air. Captain Rolfe stole out from the zeriba at about 10 o'clock, and, taking advantage of the bushes and hollows, crept far out towards the enemy, came upon some dead bodies, and sentries fast asleep, and witnessed the savage antics of the warriors, waving their lances and slapping their shining bodies as they danced themselves into frenzy round their fires.

It was a bright moonlight night, but the air grew chilly, and the men lay down under arms, wrapped in their blankets, seeking shelter from "moonstroke." Now and then one of them would start up with a cry, fancying himself already engaged with the foe, or aroused by some sudden and poignant recollection of home. At 1 o'clock in the morning there was an alarm, and many roused themselves expecting an attack; but it was only the picked marksmen of the enemy opening a distant dropping fire, which continued through the night and caused some few casualties. The men were not sorry when morning came, and the time for movement arrived. An ample breakfast was served, over which many a joke was cracked, and at about half-past eight the advance was begun, in a double-square échelonéd formation, the second brigade leading, the first obliquely on its right rear, the cavalry behind the leading brigade, and mounted infantry extended on its left flank. The front face of the advanced square was formed of half battalions of the Black Watch on the left, and 65th on the right, the remaining companies of these making the flanks, while the Royal Marines were on the rear face, and inside the square were the naval guns and the 9-pounder battery, with transport animals.

The direction taken was S.S.E., and the ground traversed was a rough plain, intersected by dry watercourses, and strewn with rough stones, towards a rocky ravine or nullah where it was known that the enemy was in force, though yet hidden by the straggling bushes; but along the hills in front and on the right, and mostly beyond the ravine, dense bodies of men were gathered, their black bodies gleaming in the sunlight. The cavalry and skirmishers were sent out and exchanged a hot fire with them, while the second division square halted to re-form, having fallen somewhat into loose order during its crossing of the stony plateau. The disposition of the squares in échelon presented many advantages, but it had the result of bringing the second brigade square upon the ravine in such a manner as to hamper the movements, and make possible to the enemy sharp rushes under a short duration of fire. When within about 200 yards of the edge, the fire began to grow very hot, and the Dervishes, rushing up from the ravine, made a series of frantic dashes towards the square. The Martinis were, however, effective, and the space in front was cleared; but immediately the front ranks of the square redoubling their pace and cheering, dashed forward with fixed bayonets towards the ravine.

The fierce charge of the Highlanders and the 65th half battalion was made in Sir Gerald Graham's presence and with his approval. He is said to have given the order "Forty-second, charge!" In the deafening roar of the rifle discharge the smoke grew thicker, not a breath of air stirring to carry it away, and the men continued to fire, though scarce able to see the foe, who came on in angry rushes, and many Highlanders died fighting like tigers in the ravine. Meanwhile the advance of the front ranks had exposed the flanks of the square, and, under the cover of the smoke, hundreds of the enemy rushed upon its right angle, crawling in on hands and knees, cutting and stabbing with terrible slaughter. In the fierceness of this attack the 65th recoiled upon the Marines, though many fell where they stood, and the square formation being broken, groups were formed, the Highlanders and 65th fighting back to back. At this terrible moment there was no panic. Each man gave a good account of his foes, and as the broken mass was borne back towards the zeriba, it was, fighting step by step, for the purpose of reforming. Many gallant acts are recorded of those terrible moments. Captain Scott Stevenson, a popular officer of the 42nd, was seized by the legs by some Soudanese who had stolen through the smoke and sought to drag him down by his kilt and sporran. He, however, happened to be one of the best boxers of the Army, and so, kicking himself free, laid about him with his fist and the hilt of his claymore, which was too long to use at close quarters.

The Naval Brigade—can its gallant service ever be forgotten?—had lost heavily in the rush. Ordered with its guns to the front, these—when Lieutenants Montresor *(Euryalus)*, Almack *(Briton)*, and Houston Stewart *(Dryad)*, had fallen in defence of them—were left temporarily in the hands of the enemy, though locked and useless to them. The little squares or knots formed by the Highlanders, Bluejackets and Marines did much to steady the men, and to bring about the general rally which followed. The Highlanders, placed in a wrong position by the advance which destroyed the square formation, had fought like lions, and did much to secure the final success. They retired with faces to the foe. One of them rushing back succeeded in bayonetting a leading sheikh upon his horse. Another dashed at an enemy, who was slashing right and left, and drove his bayonet through him so fiercely that to withdraw it he had to drag the dead man some distance along. The loss had been great. Thus, of 20 men who formed a section charging up the ravine, only three wounded were alive.

While the second brigade were retiring to reform, Buller's brigade was pouring a steady fire across the open ground at the foe; and, though several attempts were made to rush it, the formation was never broken; and Stewart galloping his cavalry round to the left flank of the square, dismounted his men, and brought the Soudanese between two fires. Meanwhile, the second brigade was reforming, and, after a quarter of an hour's halt, with a fresh supply of ammunition, it moved forward once more, this time in line, to the attack. In ten minutes the guns had been re-captured, and turned upon the enemy, and, under the protection of Buller's raking fire, they were swiftly hurled back. The first division square now advanced, and the fire of the Soudanese slackening, triumphant progress was made; the enemy fled from the field, and the camp of Osman Digna—who himself had not been present at the battle—was captured and burned. The loss to the Black Watch, which took place mostly at the edge of the ravine, was severe. Major Aitken was dead, with eight sergeants, and Lieut.-Colonel Green, Captain Brophy, and Lieutenant D. G. McLeod were wounded, while a large number of non-commissioned officers and privates had fallen and received wounds. Private Edwards, one of the "forty-twas," won the V.C. for the gallantry with which, engaged on transport duty with ammunition, he defended one of the guns, at the time when Lieutenant Almack fell; and, after slaying three of the enemy, retired, loading and firing as he went. Captain Ford, of the York and Lancaster, was also dead. It was dangerous work to bring in the fallen, for the savage foe—who had slain all the wounded—whether wounded himself or sound, would lie upon the ground feigning death, and suddenly starting up, would slash and hack with his long sword until shot down.

It is impossible to speak too highly of the conduct of the second brigade, the officers and men of which had shewn in adverse circumstances, for which they were not responsible, the most splendid soldier-like qualities. It was strange policy, after such efforts, to withdraw the forces; but every soldier and sailor who had been set ashore had done his duty well and manfully, and every operation which may yet be forced upon us in the Soudan, will be accomplished better for the example and experience of that day.

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Photo. by BALL, Regent Street.

CHITRAL: Major-General Sir ROBERT CUNLIFFE LOW, G.C.B.

FEW Indian officers of the day have had a more active career than the gallant Major-General who so ably conducted the operations of the Chitral Relief Expedition. Entering the Indian cavalry forty-two years ago, General Low first saw service in the Indian Mutiny, where he was present at both the Siege and Capture of Delhi, and the Relief of Lucknow. The Afghan War gave him his great opportunity. Appointed Director of Transport to the Army at Cabul, it was he who practically rendered Lord Roberts' march to Candahar possible. His services in the Afghan War brought Colonel Low, as he then was, the C.B. and the command of a brigade in India. The Burmese War brought him the K.C.B., and further promotion, and then came his selection to see the Chitral affair through. As to his work in Chitral we have a criterion in the reward bestowed on Major-General Low, the G.C.B., a distinction never granted before to an officer below the grade of full General or Lieutenant-General.

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A VETERINARY DEMONSTRATION—1st LIFE GUARDS.

THE Staff of Farriers in a cavalry regiment belong to the department of which the Regimental Veterinary Surgeon is the head, and the scope of their duties thus includes practically everything that has to do with the care of the horses in sickness, as well as with their efficiency and general fitness for service in regards to shoes and equipment. In the photograph which forms the subject of our illustration, we have Farrier WALLACE of 1st Life Guards, showing the skull of a horse, demonstrating the disease from which the animal died, in the presence of an officer of the same regiment, Lieutenant the MARQUIS OF HAMILTON.

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NON-COMMISSIONED OFFICERS OF THE 1st LIFE GUARDS AT KNIGHTSBRIDGE BARRACKS.

WE have here a group of the non-commissioned officers of the 1st Life Guards, taken at Knightsbridge Barracks within the last few days. They all bear the old historic title of "Corporal," with distinctive additions to mark the various grades:—"Corporal"; "Corporal of Horse" (equivalent to "Sergeant" in the cavalry of the line); "Troop Corporal-Major" (equivalent to Sergeant-Major elsewhere. In the Life Guards enlistment is usually for twelve years' service, and it takes from two to three years in most cases for a man in possession of the necessary certificates to attain the first substantive step, that to Corporal.

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On SENTRY at the TOWER over the COLOURS of the 3rd GRENADIER GUARDS.

PRIVATE JOHN LEARY, the old soldier whom we see on sentry duty over the colours of his regiment, the 3rd Battalion of the Grenadier Guards, is one of the veterans of the Guards. He joined his regiment just nineteen years ago, enlisting at Merthyr Tydvil in 1877, and served in Soudan Campaign of 1884-85, for which he has the medal and Khedive's star. The names of the battles emblazoned on the colours, of themselves tell the story of the war service of the regiment. The Grenadier Guards came by their distinctive name after Waterloo, when in honour of their having met and overthrown the Grenadiers of Napoleon's Imperial Guard in the great battle, the Prince Regent conferred the title of Grenadier Guards on the regiment, in place of the old name, the 1st Regiment of Foot Guards. The Grenadiers wear a white plume in their bear-skins, have a red band on their forage caps, and wear their tunic buttons arranged singly at uniform distance apart—the three points of difference between them and the Coldstream and Scots Guards.

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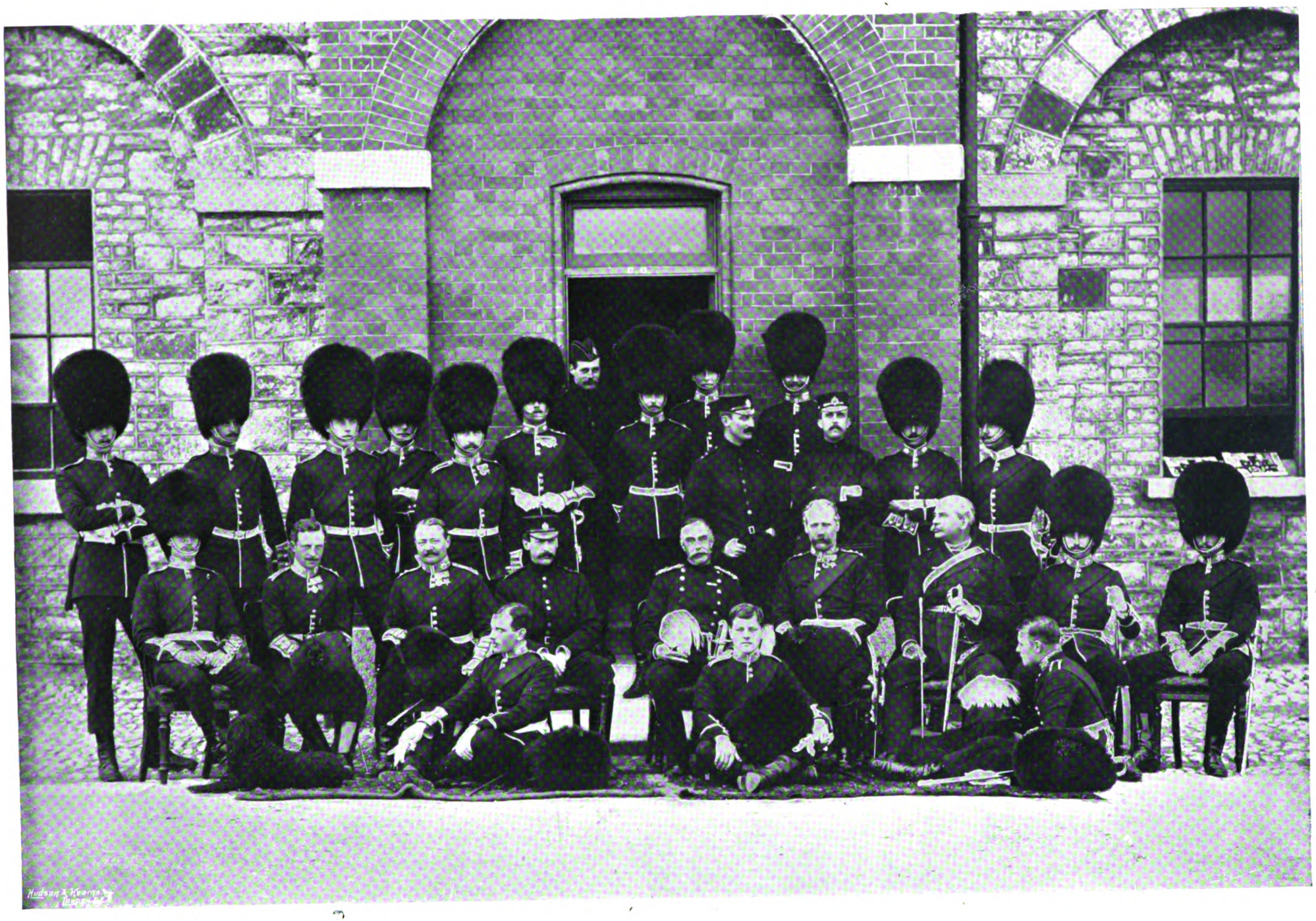

Photo. by ROBINSON & SONS, Dublin.

GENERAL INSPECTION GROUP OF THE 1st BATTALION COLDSTREAM GUARDS AT DUBLIN.

THE Inspecting Officer on the occasion was General MONCRIEFF, who is shown in the centre of the group wearing a double-breasted general officer's tunic, and with his plumed cocked hat on his knee. The present Colonel of the Coldstream Guards is Viscount FALMOUTH, C.B., who served with the regiment in the Egyptian Campaign in 1882, was present at Tel-el-Kebir, and in 1884-5 commanded the Guards' Camel Corps in the Nile Expedition at the battles of Abu Klea and El Gubat. The Coldstream regiment was originally raised at Coldstream, on the borders of Scotland, by General MONK.

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A CORPORAL OF LIFE GUARDS.

THE stalwart corporal of the Household Cavalry, who forms the subject of our picture, belongs to the 2nd Life Guards. It is not easy for the uninitiated to distinguish, except quite close, between the two regiments of Life Guards, so alike are they in their general turn out—white horsehair plumed helmet, scarlet tunic and blue facings. Yet there are certain points in the uniform of each regiment that makes the difference. Of these the most notable are that the 1st Life Guards have a line of red cord down the centre of their pouch belts, and the 2nd, blue cord. The 1st Life Guards in full dress wear a double red stripe on their blue trousers, and the 2nd, a single stripe, while the officers in full dress wear, when mounted, shabracques or saddle-cloths, pointed at the corners for the 1st Life Guards, and rounded for the 2nd. On undress occasions the 1st wear black bearskin shabracques, and the 2nd, white lambskin. These are points that may be readily remarked.

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A CAPTAIN OF THE 17th (DUKE OF CAMBRIDGE'S OWN) LANCERS.

THERE is quite an epitome of regimental and cavalry history in the uniform of the 17th Lancers, a Captain of which famous regiment, in review order uniform, is shown in our illustration. The white facings recall in their colour the original facings of all British cavalry in days of our earliest light dragoons; their badge of a Death's Head and the motto "OR GLORY," recall General Wolfe, soon after whose death the regiment was raised and in whose memory the badge and motto were first chosen. It was from Napoleon's Polish lancer that we adopted the lance into the Service, in the year after Waterloo, and with it the peculiar distinctive Polish *schapka*, or square flat-topped cap with its feather plume.

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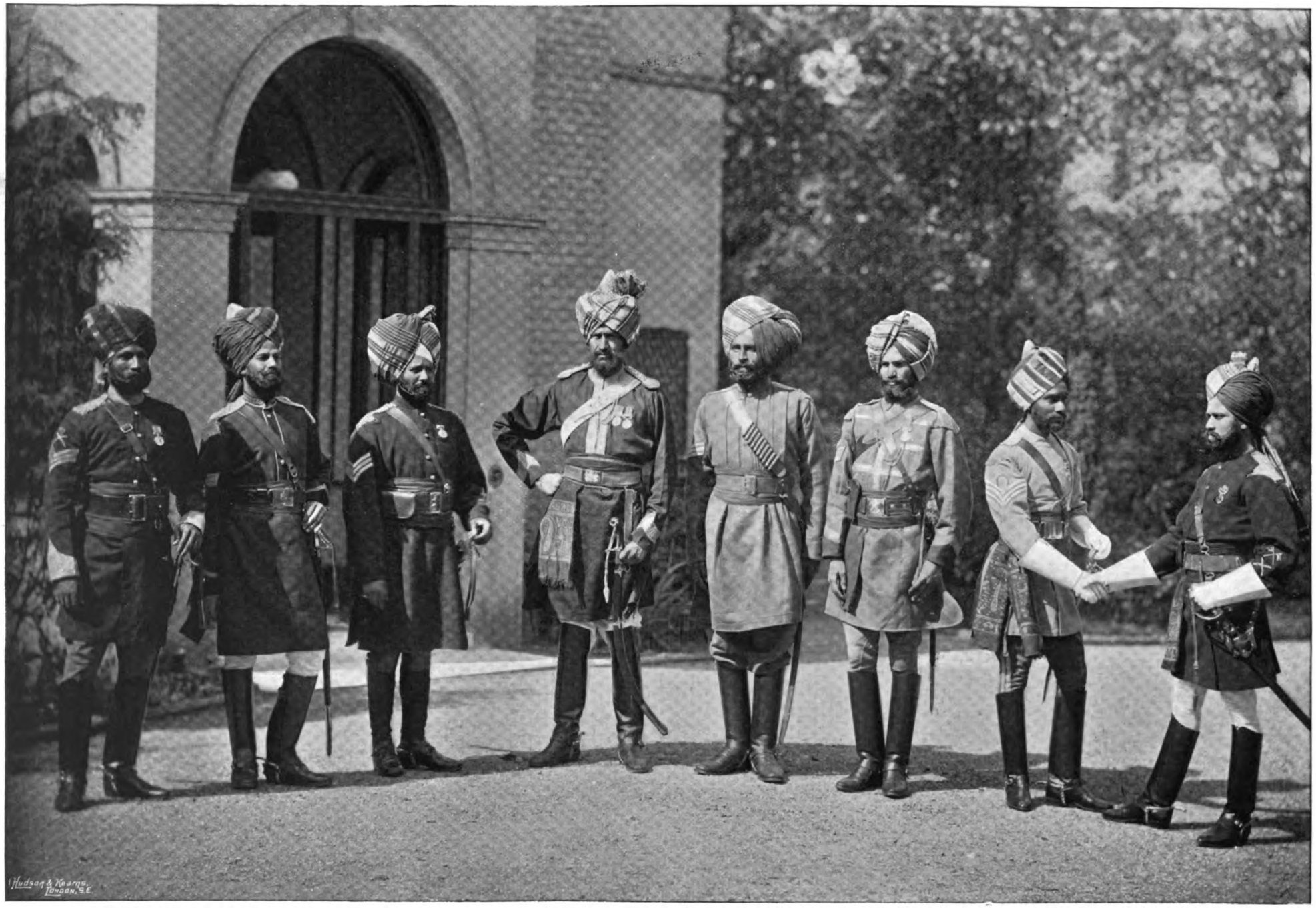

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THE PRIDE OF THE INDIAN ARMY.

THE group of Indian cavalrymen who form the subject of our illustration comprised the Queen's Indian escort on the occasion of the State opening of the Imperial Institute, three years ago. They are typical specimens of a force that justly claims to be as fine a fighting body as any the world can show, and represent individually eight of the smartest of the regiments of the Indian Army: the widely famous Guides' Cavalry (Queen's Own), of the North West Frontier; the Central India Horse; the 1st Bengal Cavalry (the famous 1st Irregulars of past times); the 9th Bengal Lancers (the renowned 1st Hodson's Horse); the 11th (Prince of Wales's Own) Bengal Lancers; the 18th Bengal Lancers, known of old on the battlefield as the 2nd Mahratta Horse; the 1st Punjaub Cavalry; and the 1st Bombay Cavalry, the old "Poona Horse."

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THE NAVY & ARMY ILLUSTRATED.

VOL. I.—No. 9.] FRIDAY, APRIL 17th, 1896.

Photo. PLÂTÉ & CO., Colombo.

REAR-ADMIRAL WILLIAM ROBERT KENNEDY.

ADMIRAL KENNEDY first saw service in the Russian War, throughout which he served with the Black Sea Fleet—at the naval bombardment of Sebastopol, in the trenches with the Naval Brigade, and at the bombardment of Kinburn. After that came three years of constant fighting in the China War, which added the China medal and three clasps for Fatshan, Canton, and Taku to his Russian War and Turkish medals He was promoted first to commander and then to captain for the performance of special services, and for saving a bluejacket's life at sea he was awarded the Humane Society's silver medal. In addition, Admiral KENNEDY on several occasions has received the approval and thanks of the Admiralty and the Foreign Office, and of various Foreign Governments. From 1887 to 1889 he was senior officer on the South-East Coast of America, and from 1892 to 1894 he Commanded-in-Chief in the East Indies. The Rear-Admiral, who has been forty-five years on the active list, is widely known as a successful sportsman with both rod and gun

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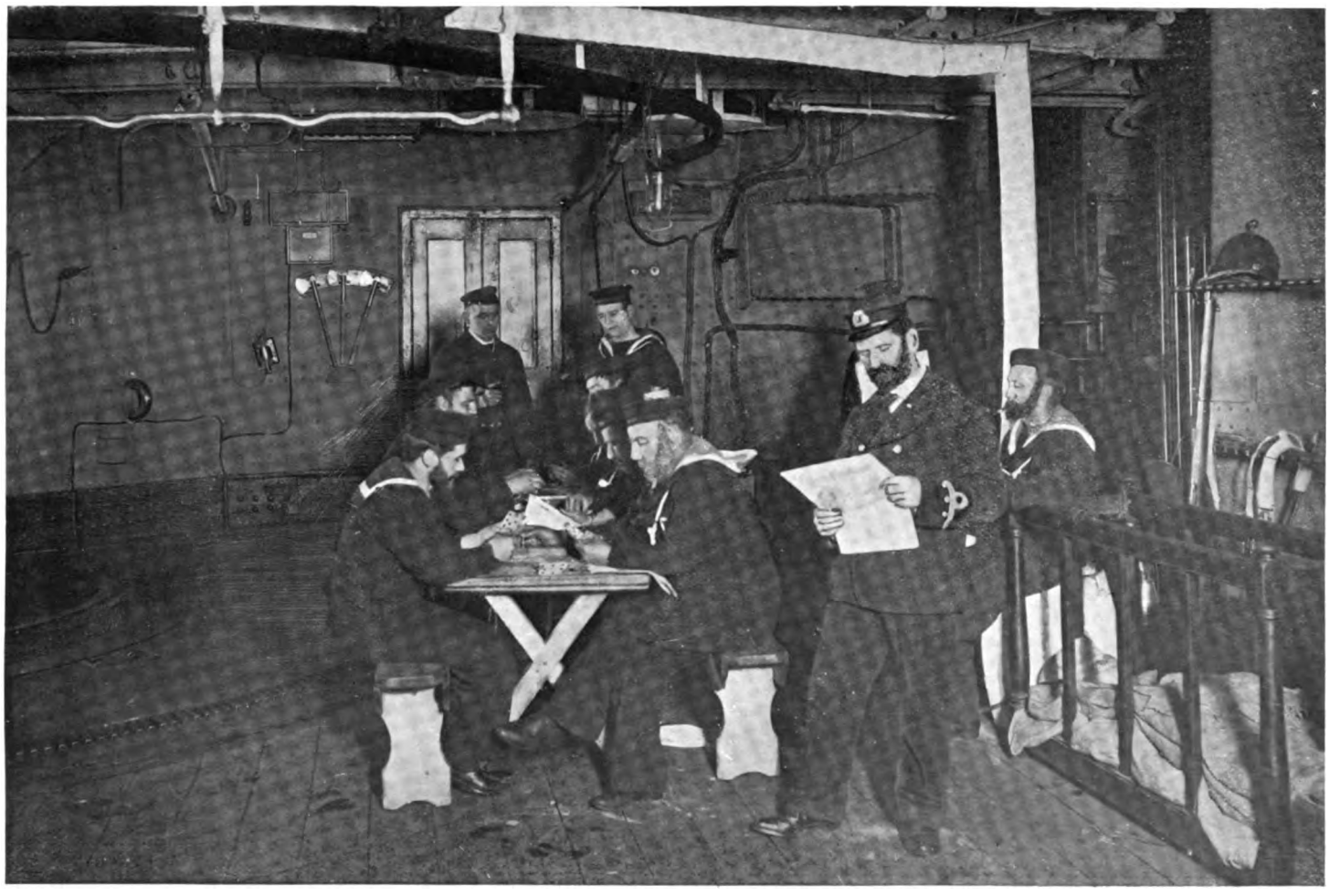
IN THE GUN-ROOM OF THE "RESOLUTION."

THE Gun-Room in a modern ship of war is where the midshipmen and other subordinate officers mess and pass their time when off duty. In the "Resolution" upwards of a score of juniors of the executive and civil departments on board, find accommodation here; midshipmen, naval cadets, assistant paymasters, clerks, and assistant engineers. The name Gun-Room has a story in itself. It used formerly to be the living-room of the junior officers, and was at the same time specially placed under the care of the gunner, under whose charge, to some extent, the junior officers were. What the "gunner's daughter" was, and the fate of erring midshipmen in connection therewith, need not surely be retold here.



IN THE PETTY OFFICERS' READING ROOM IN THE "ALEXANDRA."

THIS is the Petty Officers' Reading Room in the "Alexandra," the Portland coastguard ship. The petty officers on board ship perform duties that correspond roughly to the duties performed by non-commissioned officers in the Army. They are supplied by the Admiralty with a number of newspapers and periodicals, and their Reading Room is a place on board set apart out of working hours for their use—sometimes cut off by a canvas screen—where the petty officers may "recreate" generally, apart from the rest of the ship's company. Backgammon, draughts, chess, and games at cards are allowed, with the proviso that there is no gambling.

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Photo. SYMONDS & CO., Portsmouth.

The "Duke of Wellington" firing a Royal Salute as Flagship at Portsmouth.

THE glory of the old "Duke of Wellington"—the once famous flagship in the Baltic of Sir CHARLES NAPIER—has now, alas, departed. Relegated to Harbour Service as one of the Depôt ships for berthing the men of the Portsmouth Dockyard Reserve, and shorn of her towering masts and trim square-set yards she now presents a very different appearance from the picture of her given here. The "Duke," as she was and is still called, was in her last year of active service, Flagship to the Commander-in-Chief at Portsmouth, and dressed with gay coloured bunting in honour of the Queen's Birthday, is firing a Royal Salute. The old ship was launched as the "Windsor Castle," a three-decker of 131 guns in 1852, on the 14th of September, the very day on which the veteran of Waterloo died. She was renamed "Duke of Wellington" in memory of the dead Chief.

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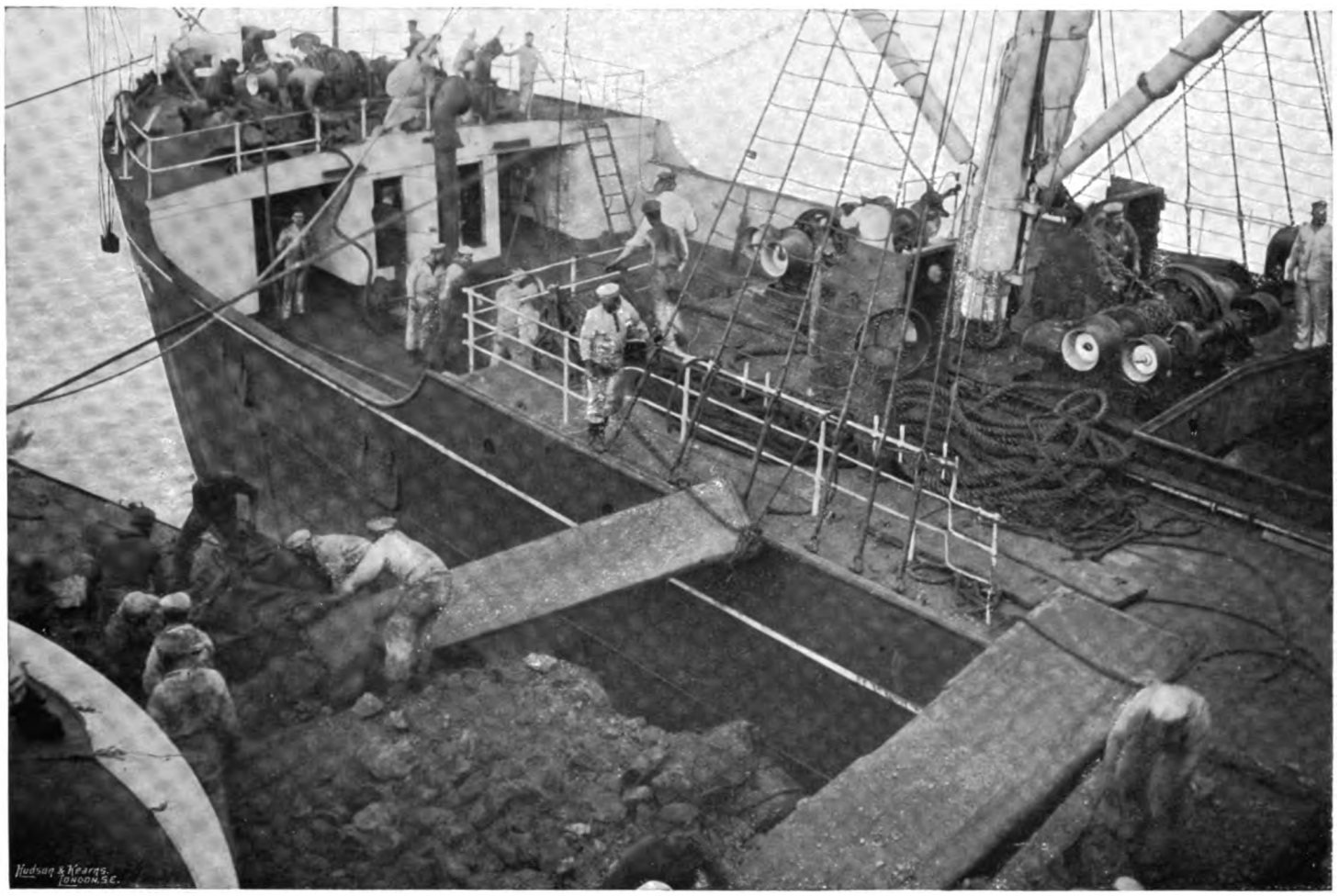

THE BATTLESHIP "TRAFALGAR" TAKING IN COAL.

THE photograph is taken from on board the battleship "Trafalgar," of the Mediterranean Fleet, and shows the process of coaling the ship from a collier (the Westbrook), lying alongside. The place of coaling on the present occasion was off Alexandretta, on the coast of Syria, near where the detached Levant Squadron of the Mediterranean Fleet (in which the "Trafalgar" was then flying the flag of Rear-Admiral COMPTON DOMVILE), was at that time cruising, the date being the 24th of last January.

OFFICERS OF THE "TRAFALGAR" AFTER COALING.

THIS group of officers of the "Trafalgar," taken on board after coaling, comprises a group of officers, including Flag-Captain MILNE, and the Chief Engineers, with others who have been superintending the operation, as their more or less grimy appearance shows. Rapidity of coaling is not only a test of smartness but also a matter of the highest importance, and there has been, and is, great emulation to create a record over the operation among the ships in the Mediterranean. The "Trafalgar's" schedule of the time taken over the work, as exhibited on the board, has therefore a particular interest, for it shows that she tops the line at present. Our illustrations are from photographs kindly sent by W. J. KILPATRICK, Esq., R.N., H.M.S. "Trafalgar."

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Photo. GREGORY & CO., Naval & Military Opticians, 51, Strand. *Copyright.—HUDSON & KEARNS.*

REAR-ADMIRAL ALINGTON AND THE OFFICERS OF THE "MAGNIFICENT."

IN this photograph we see Rear-Admiral ALINGTON, the officer second in command of the Channel Squadron on board the battleship "Magnificent," surrounded by the officers of the executive and civil branches of the flagship. The Rear-Admiral is distinguishable by the broad band of gold lace of his sleeve, the mark of a flag officer, with above it a narrow "ring" of lace to note his grade as Rear-Admiral. Vice-Admirals wear two "rings" above the broad band, Admirals, three, Admirals of the Fleet, four. The Flag-Captain of the "Magnificent" wears four "rings" of lace on his sleeve and no wide band, and the two Commanders of the ship, three. Officers wearing aiguillettes denote that they belong to a flag-officer's staff. Seated on the deck, in front, are shown the Midshipmen and Naval Cadets of the "Magnificent."

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JACK IN HIS "WATCH BELOW" ON BOARD THE "ALEXANDRA."

HERE we see Jack turned in for the night. The sailor sleeps where he lives and has his meals, clearing a space to sling his hammock in by removing the mess tables and gear used by day out of the way by securing them overhead. A more comfortable bed than a hammock the sailor does not require, although, to the landsman it is not the easiest to get into, without risk of overleaping oneself and coming down on deck on the other side. Those who remember their MARRYAT will be able to judge what grave consequences might well ensue from a "cutting down" of the lashings at the head of a sleeper, a not infrequent way amg the midshipmen of the old days of paying off scores.

ON BOARD THE TORPEDO-BOAT DESTROYER "STURGEON."

THE "Sturgeon," of which vessel the group of men shown in our illustration form the company, is one of the torpedo-boat destroyers specially commissioned last January, and attached to the Channel Squadron. Her commander is Lieutenant-Commander P. S. ST. JOHN. The men of the "Sturgeon" are shown off duty, in various service rigs, as worn for all weathers, and represent all ratings—warrant and petty officers, seamen and stokers. One of the search-light projectors, which forms so important a part of a "destroyer's" equipment, is partially seen immediately in the foreground. The "Sturgeon" carries six light quick-firing guns, and has a minimum speed of 27 knots.

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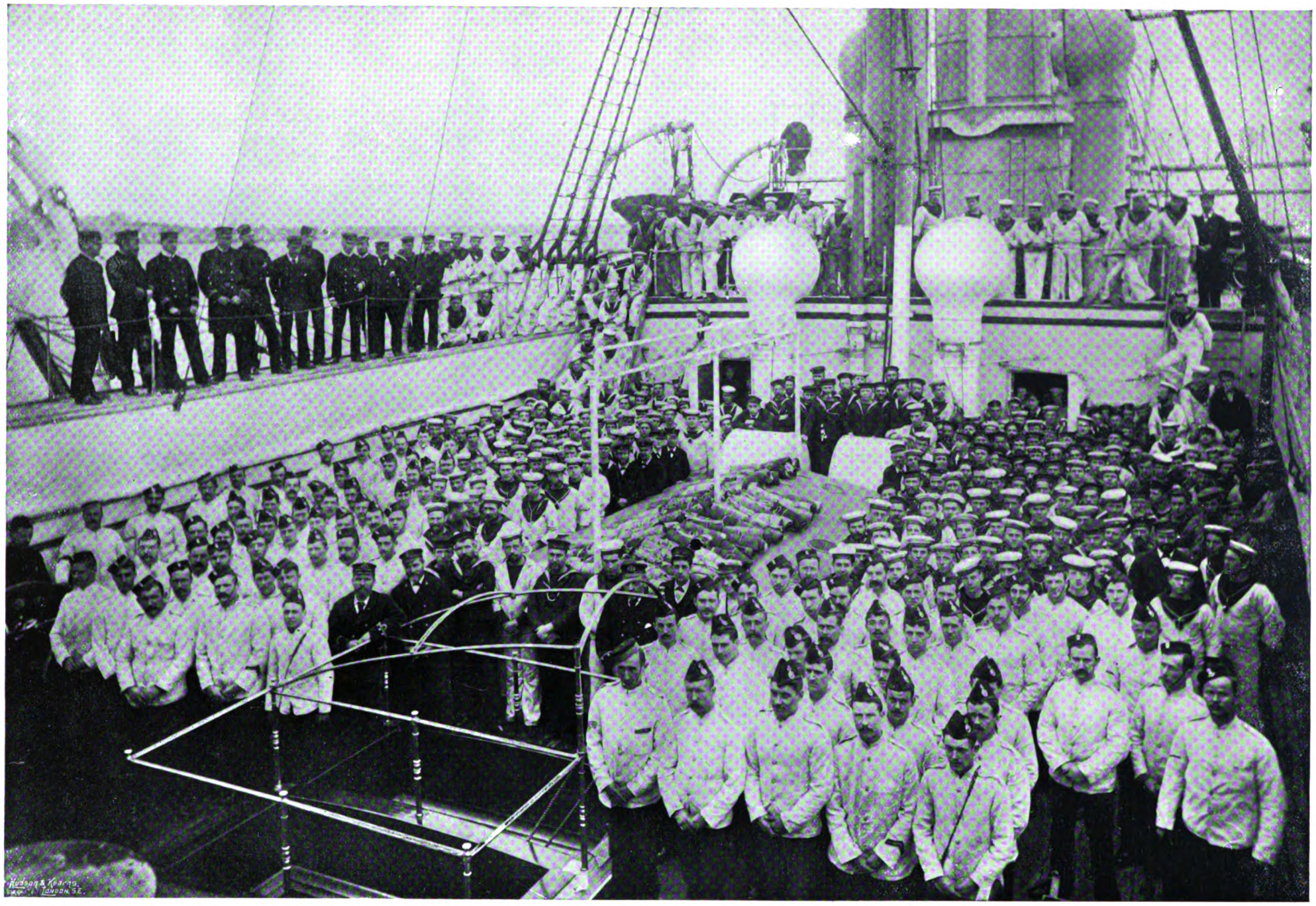

Photo. GREGORY & CO., Naval & Military Opticians, 51, Strand. *Copyright.—HUDSON & KEARNS.*

THE COMPANY OF THE "ALEXANDRA" AT PORTLAND.

HERE we have the company of the second-class battleship "Alexandra"—the Duke of Edinburgh's old flagship in the Mediterranean—assembled in the waist of the vessel. The officers are seen on the port gangway, at the side of the ship, which forms a means of communication fore and aft. In our photograph, the "Red" Marines (Light Infantry) are seen to starboard, and the "Blue" Marines (Artillery) to port, with the bluejackets massed in port and starboard watches, and a number of the petty officers of the "Alexandra." The "Alexandra" is stationed at Portland all the year round to act as flagship of the First Reserve or coastguard ships. As a coastguard ship she is ordinarily manned below her seagoing complement, the ship's full strength being provided under the mobilization scheme by the addition of drafts of coastguardsmen from the stations nearest Portland and the Naval Reserve men drawn from the neighbouring districts.

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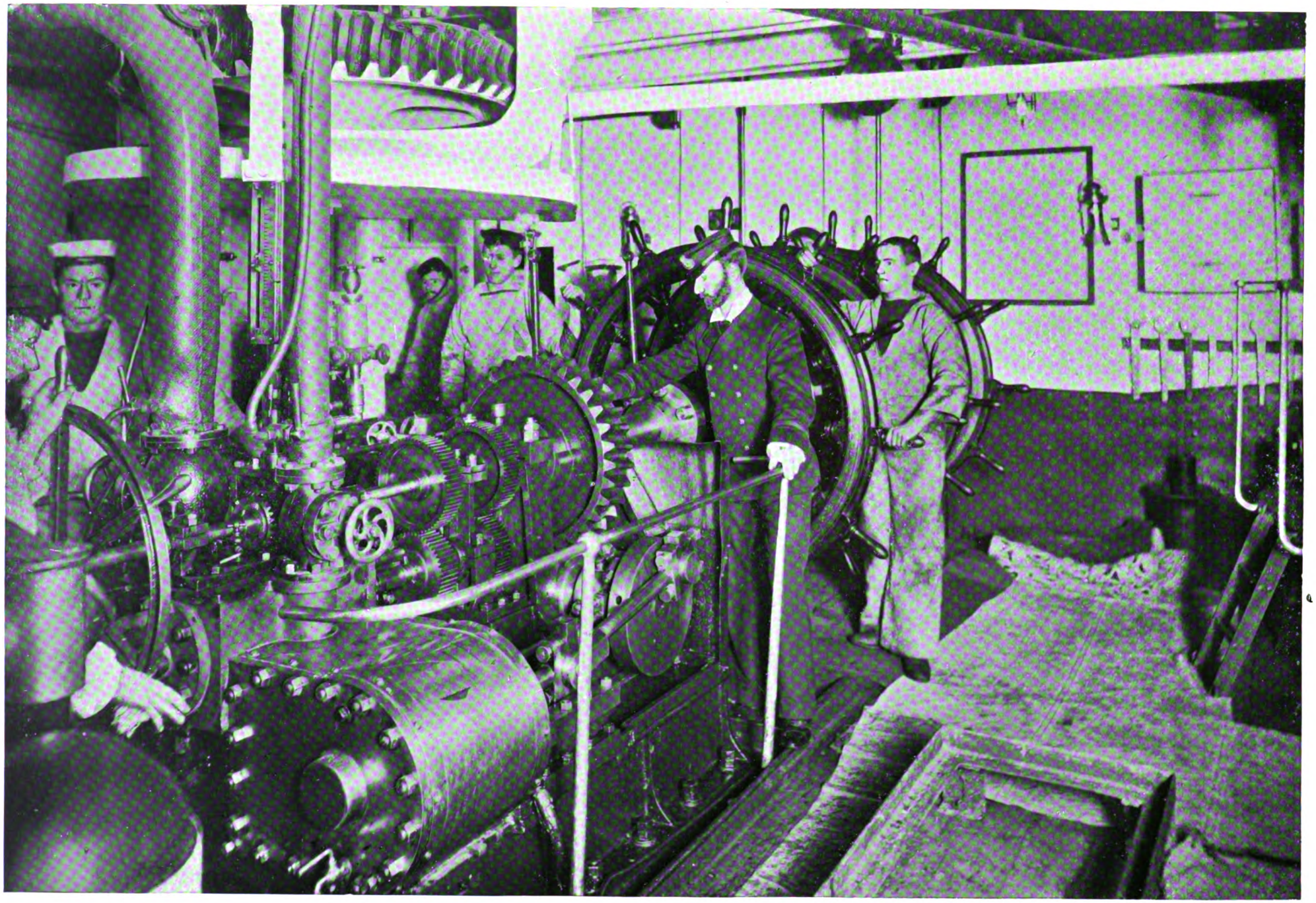

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THE STEAM STEERING GEAR OF THE "RESOLUTION."

THE steam steering gear of the first-class battleship "Resolution," part of which is here shown, and the compartment in which it lies, is situated below the water line. The steering wheel which appears in the background of the photograph is meant to be used only in cases of emergency. In ordinary conditions and for service in time of peace it is kept as it were in reserve, the ship being steered from the "navigating bridge," situated before the funnels above the upper deck. There is, in addition, for steering the ship when in action, a special wheel inside the conning tower. Both these wheels are directly connected with the mechanism and gear and the reserve wheel here shown—the care of which is one of the many responsibilities that fall on the engineer department on board.

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THE NAVY AND INDIA,

BY VICE-ADMIRAL THE HON. SIR EDMUND FREMANTLE.

WHAT has the Navy to do with India? This I feel sure will be the almost involuntary reflection which will occur to most Englishmen as they glance at our heading. We are accustomed to associate the Army with India, and long indeed is the list of glorious actions in which our land forces have been engaged in that country from Clive's defence of Arcot to the brilliantly successful Chitral expedition.

The names of gallant soldiers jump to our eyes, as the French say, in connection with India—Lawrence, Clive, Lake, Gough, Clyde, Havelock, Outram, Strathnairn, Napier, Roberts, are only a few of a long list of distinguished Generals, while we do not forget that Wellington was sneered at by Napoleon as our Sepoy General before he went to the Peninsula and our present Commander-in-Chief showed his capacity for war in the plains of India during the Indian Mutiny. With these should be associated the name of that gallant sailor, Sir William Peel, who died in India of wounds and small-pox, after making the "Shannon's Brigade" a household word for daring exploits in the mutiny campaign.

A splendid monument to the Shannon's Brigade remains in her 68-pounders (to be strictly correct, 8 in. 65 cwt guns) which I saw a few years ago at the site of the old Residency of Lucknow, the scene of the terrible seige and heroic defence in 1857, and, sailor though I am, I wondered at the extraordinary energy and resource which had brought them hundreds of miles from the sea to do good service in breaching the defences of the mutineers.

The above will, I hope, show that I have no intention in the following remarks of belittling the heroic deeds of soldiers and sailors ashore in building up our Indian Empire, yet I do propose to show that this brightest jewel of the British Crown, military though it is, and held as it is by the sword, in spite of what our cosmopolitan theorists may allege to the contrary, owes more to sea than to land power, and that were the British Navy to lose the command of the seas it would topple over like a house of cards.

If we except Alexander as an Eastern Monarch it will be seen that, hitherto, at least, the European Kingdoms have attacked India from the sea, and it has been the development of sea power that first made establishments for trading purposes, these latter developing gradually into ruling States and ultimately into Empire.

This is a matter of course my readers will say, yet it is a truth apparently often forgotten. It was the Portuguese sailor, Vasco de Gama, who doubled the Cape, and striking across from Melinda in Africa, now in the British Protectorate north of Zanzibar, arrived at Calicut in August, 1498. Here he established a factory and the usual result followed, as Mr. Morse Stephens remarks in his "Life of Albuquerque" (Rulers of India series).

"The establishment of commerce was at this time the chief aim of the Portuguese in the East, as it was in the succeeding century the chief aim of the Dutch and English. . . . . The original Portuguese visitors had no more idea of establishing a Portuguese power in the East than the original English adventurers of the reign of Queen Elizabeth foresaw that their successors would become the rulers of India. The position of a military and ruling power was forced on the Portuguese as it was afterwards on the Dutch and English." Such was the origin of Portuguese power in India, and under Affonso de Albuquerque and de Castro, towards the middle of the 16th century, we find warlike operations being conducted by fleets of 20 to 30 sail conveying armies of several thousands of Portuguese warriors.

All this is ancient history and what "any schoolboy knows," to use Macaulay's favourite expression, yet I am tempted to repeat it as on asking a young lady recently what she knew about Vasco de Gama, she informed me that it was "a City in South America, where the inhabitants had six fingers on each hand and six toes on each foot," so that to some people at least the information about the distinguished explorer may not be superflous.

I do not propose to give anything like a sketch even of the rise of the British power in India, it is enough that it rested on naval power and the command of the sea, and that it was only seriously threatened by European powers when their naval forces were able to meet ours on even terms, or temporarily to gain the upper hand. Thus the famous La Bourdonnais in 1746, having, with infinite pains and forethought, fitted out a Fleet from Mauritius, of which place he was Governor, succeeded after an indecisive action with Commodore Peyton, in capturing Madras, then our principal town in the Bay of Bengal, and it was only restored to us at the peace of Aix la Chapelle, La Bourdonnais being rewarded for his distinguished services to his country by being disgraced and imprisoned on his return to France, owing to intrigues in the corrupt court of Louis XV.

Again it was when the genius of the French Admiral Bailli de Suffren in 1782 and 1783 jeopardised the command of the sea, that the alliance between the French and our insidious enemy, Hyder Aly, became a serious danger. Fortunately, in spite of his untiring energy, ability, and determination, he was met by the bull-dog courage of the British seamen under Admiral Sir Edward Hughes, and in the five Fleet actions fought between these antagonists in the Indian seas he could gain little advantage. As Professor Laughton remarks in his "Studies of Naval History," whilst doing full justice to Suffren and speaking of Sir Edward Hughes as "opinionated and perverse, with but little idea of tactics," he says that "he was at all times ready for battle, and when he did fight he did so with a courage that was proof against all odds."

Splendid indeed as were the Baillie's conceptions, and often as he outwitted our admiral, the British naval power in the main was superior to that of France, and Suffren's own words on the conclusion of the peace of Versailles, as quoted by Mahan, was "God be praised for the peace, for it was clear that in India, although we had the means to impose the law, all would have been lost." From the above it will be admitted that our success in India depended upon our command of the sea; but it will be said that the naval services were at best indirect, and that from the nature of things sea power could do little towards establishing or consolidating our Indian Empire. It is true that in the present position of our Eastern Empire, so long as in peace or war, free transit for troops and commerce is secured, we have no further need for naval services; but it was not always so, and in the earlier days of our settlements in Hindostan, the Navy was almost the only reliable force, and its services were often required to succour our factories or to retrieve disaster. Too often, indeed, these services were forgotten or ill requited; the sailor is a class apart, our seamen of the past were not "literary characters," though they might be furnished with a wooden leg, like Mr. Wegg in "Our Mutual Friend:" as the old distich has it—

"When dangers threaten, and the foe is nigh,
God and our Navy is the nation's cry;
When the war's over, and the nation's righted,
God is forgotten, and the sailor slighted."

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History is seldom just to naval actions, and in reference to the Navy one is often tempted to echo Walpole's well-known objection to having history read to him, "as he knew that to be lies."

Numerous instances of this can be given. As Captain Mahan shows in speaking of the influence of the control of the sea possessed by the Romans in the second Punic War, the Navy played an important and even a preponderating part, "but as it acts on an element strange to most writers, as its members have been from time immemorial a strange race apart without prophets of their own, neither themselves nor their calling understood, its immense determining influence upon the history of that era and consequently upon the history of the world, has been overlooked."

Let us turn to Macaulay's eloquent History, and we search in vain for any appreciation of what England owes to the command of the sea. It is practically ignored in his introduction, though in the period of which he wrote, when every effort had to be made to secure it, there is ample proof that the value of sea power received far more recognition than it did later when it had been more completely established in our favour after Trafalgar. He dwells indeed with appreciative pride on the battle of La Hogue, which had "destroyed a fine French Fleet," and in speaking of the universal joy with which the victory was received, he adds: "The Island was safe. The pleasant pastures, cornfields, and commons of Hampshire and Surrey would not be the seat of war." Yet he seems scarcely to understand the enthusiasm aroused in all classes, as he had not felt as the nation felt then, the dangers incurred through any loss of our maritime supremacy, and he found it hard to realise it.

Often indeed the pulse of the nation, as expressed by her poets, Burns, Tennyson, Swinburne, has beat more truly towards the sea and sea power than that of our rulers, surrounded as the latter are by demands which are more obvious to them, if not more pressing. As Burns says, writing shortly before the Revolutionary war with true prescience—

> "I'm no mistrusting Willie Pitt,
> But God's sake let no saving fit
> Abridge your bonny barges, or boats this day."

The Navy is on service all over the world. Its influence is always at work, and it often has to bear the brunt of small but important expeditions of which little is heard, as the public mind has not got interested in the subject, and there are no war correspondents. If a larger expedition is required, a military force is sent, the valuable pioneer work of the Navy is probably ignored and the success of the expedition is heralded by the press, while rewards follow. This is natural enough, yet the responsibility of taking action, often with scanty forces, has fallen upon the Navy, and when the Government has approved of an expedition which is to go in and win, the whole credit is often given to the Military. It is a remarkable fact that numerous as have been the Naval expeditions on both East and West Coasts of Africa, some of them of an important nature, no medal was issued for them till a few military took part in one of them, and they were acknowledged accordingly.

But after all, these world wide services are an exciting and interesting part of naval duty, and are the salt of naval life. "Ready, aye ready," should be our motto on all occasions, and it will be a bad day for England when her Naval officers and men are not ready to act at short notice, whether against piratical dhows or in defence of their fellow countrymen in all parts of the world. They plead only for some recognition of those services, and above all that their part as humble items of that sea power to which the British Empire owes its existence should receive its due.

I conclude with a typical instance of important Naval services being forgotten, the credit being given to a subordinate military force.

Most of us have heard of the Black Hole of Calcutta where Surajah Dowlah shut up 146 Englishmen, only 23 of whom survived, after the capture of Fort William in 1756, and if we turn to such a standard work as *Haydn's Dictionary of Dates*, we shall find that Calcutta was "retaken by Clive" in the following year. Now this is a very travestry of history, as I pointed out some six years ago in an article published in the Calcutta Naval Volunteer Annual, which I reproduce here. "What are the facts? Calcutta was retaken by the Navy, assisted by a small military force of 500 or 600 men, under Colonel Clive. At the time of the disaster Admiral Watson was off Madras with a strong squadron. He embarked Colonel Clive, and after encountering many difficulties from adverse winds and currents with the uncoppered crazy ships of that day, he pushed his way up the Hugli, overcoming serious opposition both on shore, and from batteries directed against his ships, the number of seamen landed being generally about double Clive's force, and the operations being mainly naval in character. After the capture of Calcutta, he took his ships to Chandernagore in spite of sunken wrecks and other obstacles, which was then held and strongly fortified by the French, and after a furious engagement with the batteries in which the flagship alone lost 37 men killed, the place was taken, the loss in Clive's force, which had been landed, being only a few wounded. Even Clive's brilliant victory at Plassey later in the year 1757, which gave us Bengal was in great part due to the Navy, for there was a strong contingent of seamen actually engaged, while the Admiral held Calcutta, Chandernagore and other important posts, so as to allow Clive to bring all his forces into action. I have referred to this at some length, as it is a typical instance when the naval operations were of primary importance, but where they have received little recognition. Clive was a man of genius and a born leader of men, but the recapture of Calcutta, and the re-establishment of the Company in Bengal, was mainly due to Admiral Watson and the Navy, and not to Clive and his small contingent. Yet how few have heard the name even of Admiral Watson, and it would be scarcely known at all, but for the question of the forgery of his signature to the false treaty made with Meer Jaffir, to which Macaulay's Essay on Clive gave prominence.

There is a charming old book, presented by Lord Napier of Ettrick, to the Countess of Mayo, on condition that it should always lie on the drawing room table at Barrackpore (the villa residence of the Governor-General, near Calcutta), written by the Surgeon of Watson's flagship, and published in 1768, to which my attention was called by Lord Lansdowne on the occasion of a pleasant Sunday which I spent at Barrackpore, giving an excellent account of the work done by Watson's ships, from which I confess to have learnt a great deal of the naval operations in the Hugli in 1757."

In urging therefore my contention that our Indian Empire owes at least as much to our sea as to our land power, I am stating no paradox. We came there by sea, we established ourselves by our maritime ascendancy, and India as a dependency of the British crown can only continue to exist so long as its communications with Great Britain are kept open by means of a preponderating naval force.

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MILITARY HORSES AND EQUITATION.

THE part played by the horse in war entitles him to more consideration than he receives. His services to our general and field officers, to our cavalry, artillery and train, are absolutely indispensable. Without him the machine would come to a full stop, and yet no adequate measures have been taken in this country to ensure a continuance of these services. Ammunition, rifles, field guns, boots, and so on, have attracted public attention, but the horse has been left out in the cold. This, probably, does not come from any indifference to the animal himself, but from a total misconception of the situation. People do not stop to inquire what the annual supply of horses should be, nor what reserve should be kept against an outbreak of war. They are in happy ignorance of the training required to make a perfect troop horse, that best of weapons when he is well broken, but the worst when he is not, and they fail to grasp the idea that at any time the mobility and efficiency of our troops may turn on the training and fitness of the horses, and on the existence of a sufficient reserve. This is the more surprising, because so many Englishmen pride themselves on their familiarity with the horse and all connected with him. According to the late Whyte Melville, a man values his pedigree in proportion to its brevity, and it may quite as certainly be stated that he values his horse knowledge in proportion to its smallness. He is likewise, on this subject, just as ready to depreciate another's opinion as he is to overestimate his own. The more aggressive forms of dogmatism and ignorance have, it is true, been driven into obscure corners by the spread of knowledge and the advent of well educated veterinary surgeons; but the lovers of the horse should not rest content until all who have charge of horses are subjected to a searching examination as to their fitness for the duty.

Unless the arrangement has been recently altered, London cabmen undergo an examination by the police, before obtaining a licence, but it is an examination in topography and street nomenlcature, such a question as this being asked: "What route would you take from Euston Square to Victoria?" The man may be as ignorant as a Hotentot and as cruel as a Kurd, but if, like our old friend, Mr. Sponge, he has mastered such a work as "Mogg's Cab Fares," he will pass his examination with flying colours. I well remember, on one occasion out of many, to have been astounded at the bad driving of a hansom cabman, who had, of course, passed his examination. The roads were greasy but he did not mind that; he came flopping along, all abroad, with loose reins, and when he got to the turning at which I was standing, his horse slipped, as I expected, and narrowly escaped a fall. The accomplished coachman then magnanimously punished the horse for the fault which he himself had committed, giving a succession of violent tugs at the poor animal's mouth, and letting into him savagely with his whip. Scenes of that kind are of everyday occurrence, and should move all kind hearted people to contend for the amelioration of the horse's condition, in every feasible way.

General Sir F. FitzWygram, in that well-known book which he has generously placed within the reach of every groom, remarks:—"It is said to be, and justly said to be, the type of the highest christian virtue to do good to those who cannot repay you, who cannot or who will not even thank you. If this be so, and it is so, then there can be no higher virtue than the alleviation of animal pain and suffering." The same author truly and sympathetically says, that "the horse seems to be haunted by the demon of labour and fatigue almost from his earliest years, a demon whose power to torment seems to increase as the horse becomes older and more worn." In truth, he is beset by many demons, the drunken breaker with his fiery visage and cruel ashplant, being the first with which the unhappy colt runs the risk of making acquaintance. This demon properly belongs to the ancient England described in a French proverb as "the hell of horses," and although he has not finally gone to his own place, he more rarely revisits the glimpses of the moon than formerly. Demons are legion in the carters and drivers who roar ferociously at their four-footed superiors as if they were half a mile off; showing how very far we are from the knowledge which recognizes quietness and kindness as the best means of developing a horse's intelligence and willing service. The all-wise Creator has committed to our stewardship a noble animal, for the treatment of which we shall have to answer, whether it be "the clipper that stands in the stall at the top," or the old and sorry nag that has worn out his strength in doing our bidding

The foregoing remarks have taken up a considerable proportion of space, but I consider it important to dwell on the case of the generic horse, for if that be duly comprehended the military species will derive all the greater benefit. In fact, the latter are simply sound ordinary horses of required height and conformation, but trained and schooled. The training and schooling give the horse his value from a military point of view, just as the drill and experience of the soldier give him value in circumstances where the raw recruit would be worse than useless. The number of horses in the British Army is about 27,000, but this allows only two-thirds of the cavalry to be mounted, instead of the full complement of men, as in the German and other armies. While, therefore, we are possessed of but few regiments, these are not capable of taking the field in their ostensible strength. Nearly all our cavalry horses are bought in Ireland, and so are the harness horses required by troops serving in that country; but harness horses for troops serving on this side of the channel, including horse and field artillery, are bought in England itself. The number of remounts purchased in the year 1895-96 was 1,648, at a cost of £71,270, the average price being slightly above the regulated sum, in addition to which the expenses incurred before the remounts were taken over, amounted to upwards of £2,000. The registration of 14,000 miscellaneous, but chiefly harness, animals costs £7,000 a year, an amount which might surely be better spent in maturing young horses. Colonel St. Quintin, Assistant Inspector of Remounts in Ireland, said, some time ago, on this subject: "We are well supplied by our excellent scheme of registration with mature and broken horses for draught, as well as a substantial surplus from the supply in existence for the demands of commerce, but the question of broken riding horses is different, and I fully realize its gravity." There is no doubt that the remount department has promoted uniformity and efficiency in the horsing of the Army, and it has the best opportunities for classifying and allotting the animals purchased. This will be readily understood when it is stated that there is a difference between the horses of heavy, medium and light cavalry; also between horse artillery, field artillery and transport. Those of the horse artillery again differ, as they are to be used for detachment or draught purposes, and there should be a difference between those in the wheel, centre

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and lead of the same team. Military horses generally vary from 15.1 to 16 hands, and definite rules have been laid down with reference to their shape and action.

Readers who take an interest in ancient equitation may see an exhaustive article thereon, in the *Quarterly Review* for the beginning of this year. The writer states that we are indebted to the old schools of horsemanship for some of the most useful exercises now regularly practised in military riding schools, such as the "circle" and "shoulder in," but much that was taught two centuries ago has been laid aside as superfluous. No soldier nowadays cares anything about theatrical movements like the "croupade," the "capriole," the "demy-air," the "ballotade," or the "piaffe." When he and his horse have passed satisfactorily through the school, they will be better employed in something more practical than the "piaffe," for example—in learning to swim across a river. One part of the Russian regulations on the swimming of cavalry, is suggestively headed, "Combined training of men and horses to swim in complete units," and deals with the quick and orderly crossing of great rivers like the Vistula, by large bodies of cavalry. Another mode of improving the soldier after he has passed through the school, is to send him across country. It is very seldom that foreign officers, however perfectly they may do the manége exercises, can cross country like Englishmen, owing to their rarer opportunities of hunting. In illustration of this, Captain Nolan, in his book, mentions the case of a well-mounted Englishman who was on the staff of Continental general. One day the general, surrounded by his staff, was pounded in a field and confronted by a stone wall, whereupon he asked the Englishman if he could find a way out. "This way, Sir," said the Englishman, going straight at the wall and clearing it.

At the same time, it must be taken as a general rule that without the seat, the use of aids, and the experience acquired in the manége, no man can do full justice to himself or his horse in the open. High school riding however lost caste considerably in this country when it was made an attraction of the circus, and perhaps the fact that it had been taught in combination with dancing, helped its downfall. The following passage from the article in the *Quarterly Review*, already referred to, may prove interesting in this connection: "When Astley was founding the circus with which his name was, till lately, connected, the greatest contemporary fencer, dancer, and rider of the great horse of his time, Henry Angelo, was already old. His manége was situate in Wardour Street, was the academy of these three arts, and to it George III. had sent his sons to learn these accomplishments." I trust I am not taking too great a liberty with that most interesting article, when I make one more quotation from it, which, this time, is on the subject of horse-breaking, and is in the words of the Duke of Newcastle, who, in his day, was the most enlightened writer on the horse. The Duke said: "I have seen very few passionate horsemen get the better of a horse by their anger. On the contrary, I have seen the horse always get the better of them: since the weakest understanding is always the most passionate it is possible that the horse will always outdo the man. In this act there should always be a man and a beast and not two beasts."

It is in the spirit of the foregoing observations that our military riding schools have for many years been conducted. Quietness, kindness, self-control, and patience, united with courage, firmness, and the confidence derived from tried and consummate horsemanship, are the distinguishing features of our Army riding-masters, their assistants, and rough-riders. I will not say that the eloquence in which the ruling spirit indulges when the ride "goes large" is always of the most chaste and elevated type; but I must say that "heedless rhetoric" is now comparatively uncommon, and that in the best regiments it is a thing of the past. The old riding-masters, probably, lamented the cutting out of "dancing" from the course of instruction over which their ancestors presided, and thought that elegance of diction would make a good substitute. A military riding-master, if he chooses to observe, soon becomes a good judge of men and character. One of them, and a very celebrated one, informed me that he could generally tell what a man had been by his seat on horseback as a recruit; for instance, a carpenter held one shoulder further forward than the other, from using the plane, etc.; a tailor kept his knees away from the saddle, and was always the worst of riders; while a shoemaker kept his knees close to the saddle, and was the best kind of recruit. On one occasion a recruit was handed over to him, but the quick eye of the riding-master detected what he fancied were signs of an old soldier. The pretended novice was put into a ride that had not been mounted more than a day or two, and had never been out of a walk. He seemed unable to place the reins properly in his hands, and feigned all the awkwardness of the veriest greenhorn. Suddenly the riding-master, as the ride was walking round the house, sung out "Right shoulder in," and, in another second, "Forward." The man who had been shamming stupid was the only one who shouldered in, or who knew the meaning of the order, and he performed it, as it were, instinctively. He was immediately after found to have been discharged as a bad character from another cavalry regiment. It is sometimes difficult, at the outset, to keep strict order in a ride of young officers, but the R.M. is generally equal to the occasion. In the school of a certain military establishment a continental Prince was in the ride, and persisted in addressing remarks to his friends in the gallery each time he came round. The horse on which he was mounted had been trained to kneel on being touched behind the knees with the whip, and as remonstrance had no effect the requisite touch was applied, resulting in a very humble but sudden obeisance and prostration in front of the gallery. His Serene Highness performed the remainder of his drill without taking any notice of his friends, thinking, doubtless, that his last salaam had been so very respectful as to satisfy them for the rest of the morning.

It has long been felt by the best authorities that our troop horses carry far too great a weight. The cavalry soldier has been compared to a Christmas tree, so elaborately is he hung round with an immense variety of useful and ornamental articles, the consequence being that the horse labours under a burden of from 19 to 22 stone. The "omnibus and two brown horses," which, according to Mr. Punch, a job master recommended to a stout equestrian, might, with more show of reason, be requisitioned for the cavalry soldier, with his luggage and forage and food, his arms, ammunition, and spare stores. It is impossible for horses to remain in working order, or even in fair health, if called on to cross anything like a rough country, or to do long marches, under these weights, and the time must come when the latter will be materially lightened. This is necessary for the sake of mobility and general efficiency, whether the end be attained, as some officers have suggested, by carrying the troopers' impediments on wheels or otherwise. It does seem feasible to attach wagons to squadrons, for the transport of all that troopers do not immediately require, nor need there be a greater distance at any time between the men and their wagons, than is necessary between horse artillery and cavalry.

To sum up, I would say that our riding-school training is well and very carefully done; that our military horses are excellent, but we want more of them, and must lighten their loads; and, lastly, I would strongly urge the desirability of establishing an adequate reserve of young horses for the Army, by judiciously subsidising such farmers as may be able and willing to mature a certain number of suitable colts.

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Photo. BASSANO, Old Bond Street.

The SIRDAR:—Brigadier-General Sir H. H. KITCHENER, C.B., K.C.M.G., A.D.C.

WE are fortunate in having at the head of the Egyptian forces at the present moment an officer of such proved merit and so well experienced in Soudan warfare as Sir HORATIO HERBERT KITCHENER. General KITCHENER has been for upwards of ten years attached to the Khedive's Army. He served on the staff in the Nile Expedition of 1884-5, was present at the operations before Suakim in 1888, and in the next year took part in the campaign which resulted in the defeat of the Dervish invading force at Toski. For his services Sir H. H. KITCHENER has been repeatedly mentioned in despatches. He is forty-five, and is an officer of the Royal Engineers—a Major R.E. in substantial rank, with the Brevet of Colonel. It is as "Sirdar" or Commander-in-Chief of the Khedive's forces that Colonel KITCHENER ranks as a Brigadier-General.

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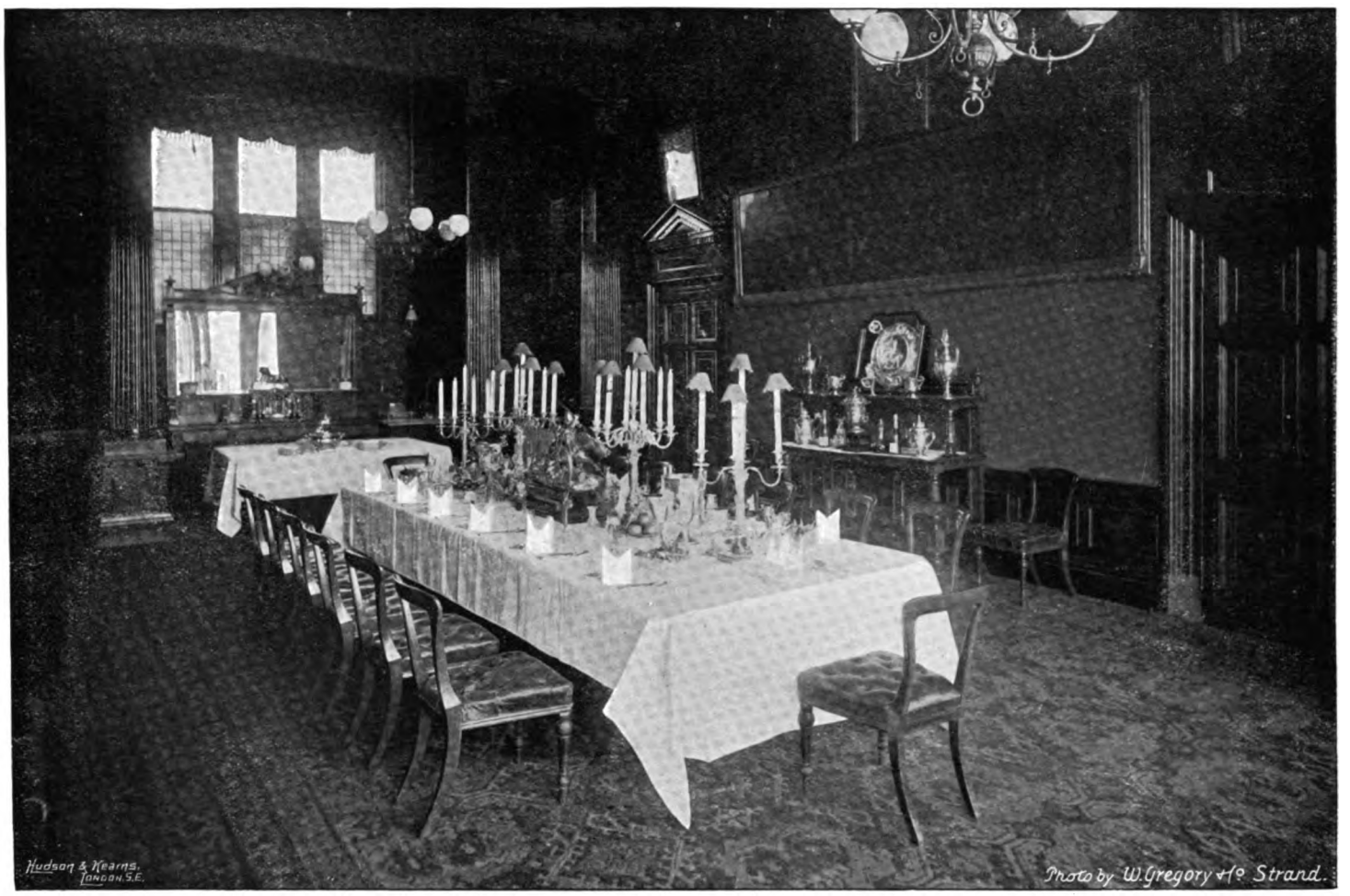

THE OFFICERS' MESS OF THE 1st LIFE GUARDS.

THIS is the Officers' Mess Room at the Cavalry Barracks, Hyde Park—Knightsbridge Barracks. The 1st Life Guards have up to last month been quartered there, and it is their mess-plate that is shown. The regiment possesses a quantity of plate, all of which has been presented from time to time by various officers generally, as a memento when leaving the regiment. For instance, the marble Sphinx under the window at the end of the room was presented by the late General KEITH FRASER, on retiring from the 1st Life Guards after, as the inscription on the memento says, "thirty happy years" in the regiment.

RIDING-MASTER ASHLEY and ROUGH RIDERS of the Royal Horse Guards.

THE officer in undress uniform in the centre of the photograph is Lieutenant ASHLEY, the Riding-Master of the Royal Horse Guards. On each side of him are shown two rough riders of the regiment, one mounted and one dismounted. The riding-master is an officer attached to every cavalry regiment to supervise the instruction of officers and men in equitation and the use of their horses. It is a post, to which promotion is open to the non-commissioned ranks, and which carries with it the relative rank of lieutenant, with further promotion to the honorary rank of captain after a certain number of years' service. Rough riders act as instructors and assistants under the riding-master.

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OFFICERS AND NON-COMMISSIONED OFFICERS OF THE "BLUES."

THE photograph shown above was taken recently at Albany Street Barracks, Regent's Park, where the Royal Horse Guards—"The Blues"—have of late been quartered. They are now under orders to move to Knightsbridge. In the foreground are shown Captain and Adjutant Viscount SUDLEY; the Riding Master, Lieutenant C. J. ASHLEY; and the Quartermaster, Lieutenant W. STUBBS. On either side of these officers and behind them are grouped the non-commissioned officers of the regiment, who are shown, to give variety to the picture, in different "orders"—some in Queen's Guard order, some in Church Parade order, some in Stable order, and some in Walking-Out order. The trumpeter on the flank of the group is shown wearing State Dress—a uniform that it costs upwards of £100 to provide.

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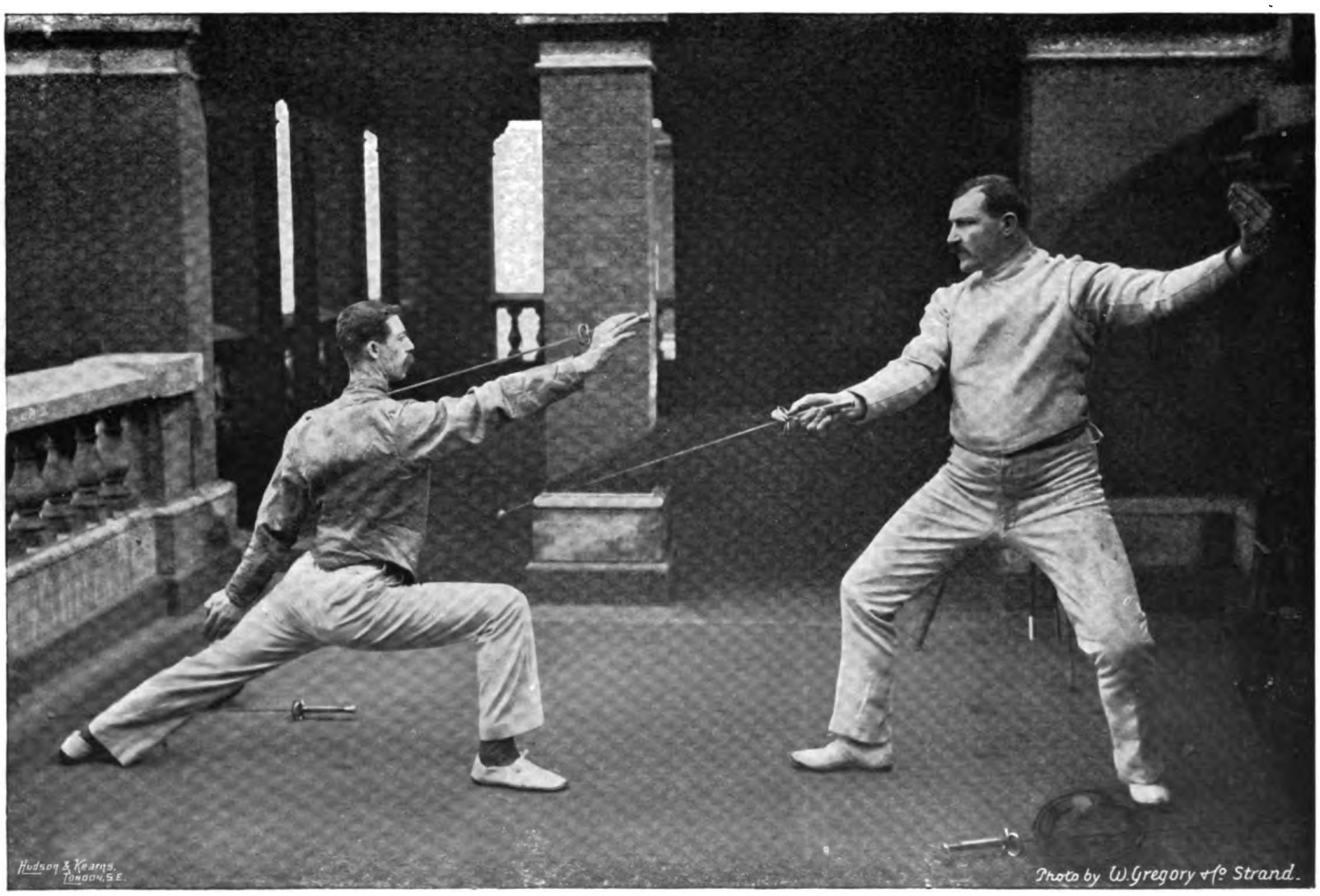
ARMY RESERVE MEN AT MUSKETRY DRILL AT THE TOWER.

THE men shown here at musketry aiming drill, under the supervision of non-commissioned officers, belong to the First Class of the Army Reserve, and are undergoing the yearly course of drill that the Reserve men have to attend. After doing duty with the colours, the soldier completes the term of his engagement (twelve years) in the Reserve, being liable meanwhile to be called up for war service, and also—in the case of certain classes of the Reserve—from time to time, for a course of drill. This year for example, all Linesmen who enter the tenth year of their engagement have to come up for three days' training, or alternatively attend twelve drills of an hour and-a-half with the magazine rifle.



THE FENCING MASTERS OF THE 1st LIFE GUARDS.

OF the two swordsmen, the one who is shown reversing his point and presenting the handle of his foil to his adversary, after having delivered the thrust in salute, is Corporal-of-Horse LAYCOCK, for the past four years Assistant Fencing Instructor to the 1st Life Guards. He is a soldier of eleven years' service in the regiment and the winner of several prizes for swordsmanship at the Military Tournament. The swordsman shown, after parrying the thrust in salute, is the Fencing Instructor of the 1st Life Guards, Corporal-Major DICKSON, a Life Guardsman of nearly twenty years' service. For fifteen years past he has been Regimental Fencing Master, and a noted prize winner.

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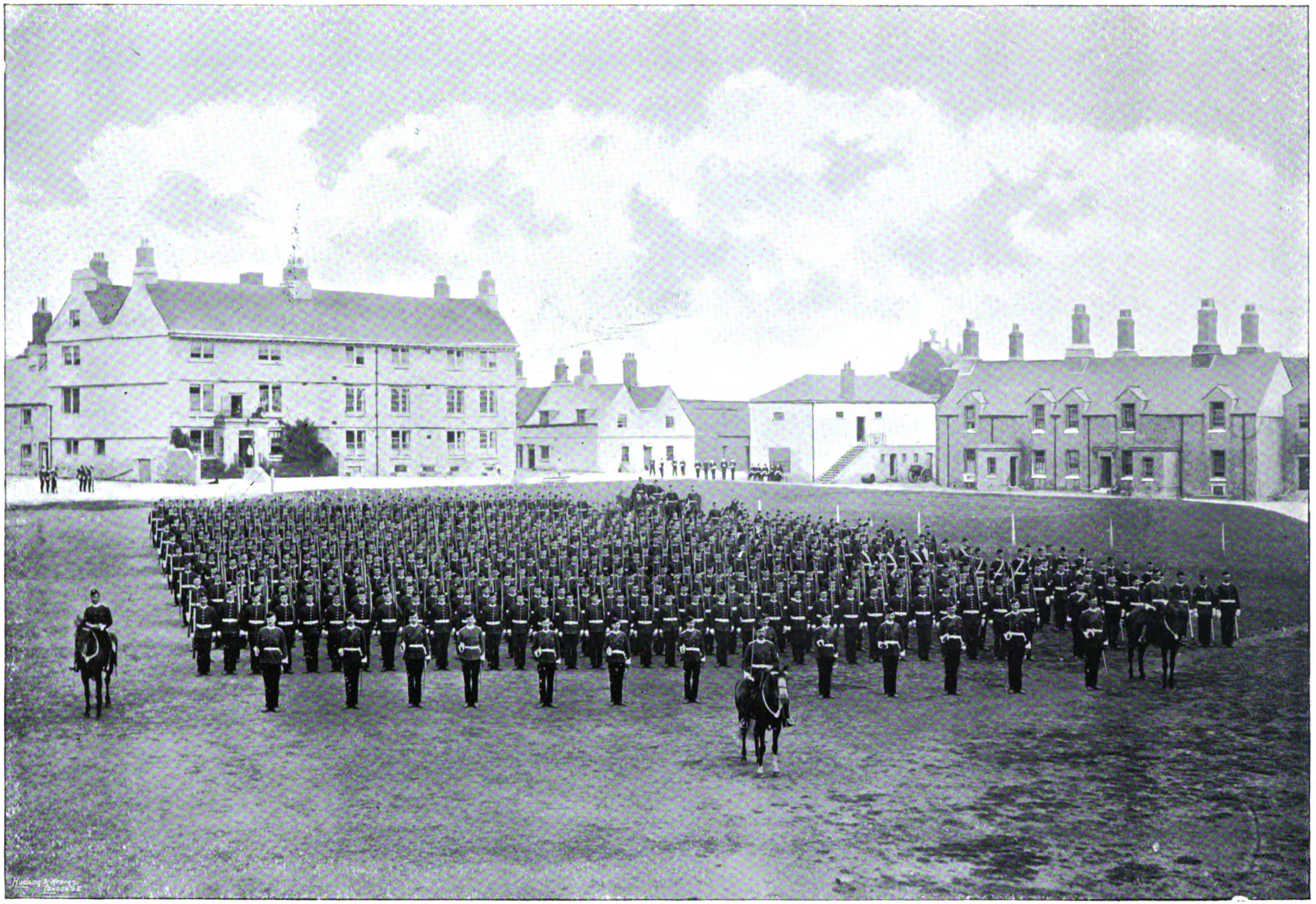

Photo. W. M. CROCKETT, Plymouth *Copyright.—HUDSON & KEARNS.*

THE 2nd BATTALION DEVONSHIRE REGIMENT ON PARADE.

THE Devonshire Regiment (the old Eleventh Foot) has a long and distinguished record, dating from the year of Monmouth's rebellion, 1685, when the corps that we now know as the 1st Battalion of the Regiment was raised for King James the Second, in North Devon. The present 2nd Battalion which we see here on parade, when in garrison last year at the Citadel at Plymouth, was raised in 1858. "Dettingen," "Salamanca" (where from its terrible losses on the field of battle the regiment acquired its *sobriquet* of the "Bloody Eleventh"), "Pyrenees," "Nivelle," "Nive," "Orthes," "Toulouse," "Peninsula," "Afghanistan 1879-80" (a distinction added by the 2nd Battalion), are the battle-honours borne on the colours of the regiment. Their badge is the Castle of Exeter, with the motto "Semper Fidelis," and their facings since 1881 have been white. The original facings of the Devonshires' (down to 1881) were green.

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Pioneer SERGEANT H. TESH, 1st Battalion Coldstream Guards.

THE pioneers in the Army comprise a small body of men attached to each infantry regiment (one to each company), for the purpose, particularly on active service, of clearing away and cutting down obstacles in the way of the troops. For this duty each man carries a particular tool or special implement. The pioneers form also a small corps of regimental artificers for general work, either in barracks or in camp, and are employed in the regimental workshops, and assist in the instruction of soldiers desirous of learning a trade. They are usually specially enlisted from among artizans and skilled workmen. Pioneer-Sergeant H. TESH, of the 1st Coldstream Guards, who is in charge of the pioneers of his Battalion, is a Sheffield man. He enlisted in August, 1882, at the age of 21, and worked his way up through the various subordinate grades to his present position to which he was promoted in April, 1890. He saw service in Egypt, and was at Suakim in 1885, for which he wears the Egyptian medal and Khedive's star. The pioneers march past at the head of the regiment.

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Photo. WYRALL & SON, Aldershot.

THE OFFICERS AND COLOURS OF THE 1st BATTALION ROYAL SCOTS FUSILIERS.

THE Royal Scots Fusiliers, one of the regiments of the old Scottish Army, was raised in 1678, and from being armed with fusils—a flint-lock arm in the place of the regulation match-lock musket—received its distinctive name. In 1688 the regiment came on the English establishment. "Blenheim," "Ramillies," "Oudenarde," "Malplaquet," "Dettingen," "Bladensburg" (a notable victory of the American War in 1814), "Alma," "Inkerman," "Sebastopol," "South Africa 1879," are its battle-honours. The Royal Scots Fusiliers have blue facings and bear for badges, "The Thistle within the Circle," "Saint Andrew," and "The Royal Cypher and Crown." Our photograph represents the officers of the 1st Battalion, and was taken at Aldershot, after the presentation of the new colours, by the Duchess of Connaught. The old colours of the battalion are shown in front, and the new colours (the Queen's colour—the Union flag with the Crown in the centre and the Regimental colour—bearing the Regimental battle-honours and badges) are shown borne by two subalterns in full dress.

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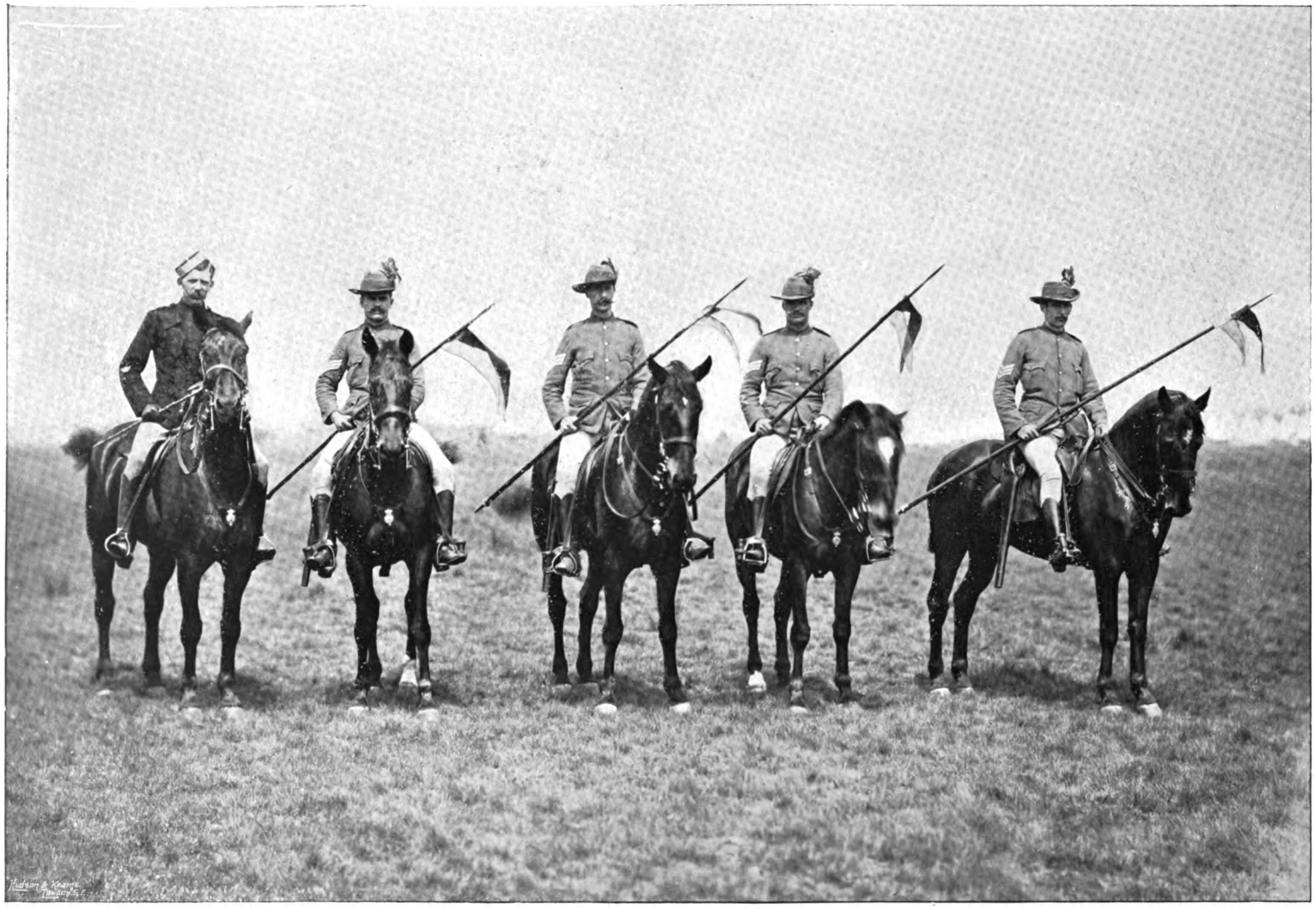

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THE ARMY OF GREATER BRITAIN: NON-COMMISSIONED OFFICERS OF THE NEW SOUTH WALES CAVALRY.

HERE are four sergeants of the detachment of New South Wales Volunteer Cavalry (photographed at Hounslow Cavalry Barracks)—whose presence at the opening of the Imperial Institute and the Military Tournament of 1893 formed so popular a feature of both displays. At the opening of the Imperial Institute they were attached to the Queen's special escort and preceded the Royal carriage, immediately following the Household Cavalry. The force, a body of Lancers, is organized in troops, and on parade in their buff-coloured uniform with brown boots and slouched hats, with a tuft of cock's feathers, present a very smart appearance. They are as efficient as they look, and have repeatedly won praise from military officers who have inspected them. The detachment visited England in charge of Warrant-Officer R. R. THOMPSON (shown in the photograph in undress cavalry uniform on the flank of the group).

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ADMIRAL THE EARL OF CLANWILLIAM, K.C.B., K.C.M.G.

THE EARL OF CLANWILLIAM, the distinguished officer whom Sir NOWELL SALMON succeeded two years ago as Commander-in-Chief at Portsmouth, entered the Royal Navy in 1845 at the age of thirteen. As a lieutenant he saw service in the Russian War, in the frigate "Imperieuse" attached to the Baltic Fleet, and after that in the China War of 1857. He was in the fight at Escape Creek, at the destruction of the Chinese war-junk flotilla at Fatshan, and at the capture of Canton, where Lord CLANWILLIAM had his arm broken by a gingal ball. For these services he was specially mentioned in despatches and promoted. Lord CLANWILLIAM, from 1874 to 1880, was a Lord of the Admiralty. During the years 1880-82 he was Commander-in-chief of the Flying Squadron, and three years later he assumed the Command-in-Chief on the North America and West Indies Station. The chief command at Portsmouth he held from 1891 to 1894. Lord CLANWILLIAM, as a captain, between the years 1872 and 1876, was A. D. C. to the Queen.

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The CAPTAIN and OFFICERS of H.M.S. "REPULSE" of the CHANNEL SQUADRON.

CAPTAIN ERNEST NEVILLE ROLFE, C.B., who commands the battleship "Repulse" in the Channel Squadron, is the officer shown in the centre, with a captain's four "rings" of "distinction lace" on his sleeve, standing with his hands crossed. Next to Captain ROLFE, and with a dog at his feet, the officer standing with his arms straight down by his side, wearing three "rings" of lace on his sleeve, is the second in command, the Commander. Of the other officers the senior lieutenants (of over eight years' service in that rank) may be distinguished by their two "rings" of lace with an intermediate narrow ring of braid, the junior lieutenants by two "rings" of lace without any braid between, the sub-lieutenants by one "ring" of braid. In each case the upper ring is surmounted by a curl denoting combatant rank.

SOME OF THE PETTY OFFICERS OF H.M.S. "REPULSE."

THE Petty Officers in a big battleship of the first-class, such as the "Repulse," include amongst them the most highly trained men of all the various departments on board—seamen, signalling staff, engine-room staff, sick-bay men, stewards and so on. They take the lead in the carrying on of all the ship's duties and assist the commissioned and warrant officers in exercising a general supervision and control. A petty officer's rating is under ordinary circumstances the highest to which the average bluejacket attains, the men being selected from among the leading seamen as vacancies occur. The petty officers are on board ship practically what the sergeants and corporals are in a regiment

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THE COMPANY OF THE "REPULSE."

THE company of the first-class battleship "Repulse" of whom we see the great part here, massed on the forecastle of the ship, number in all—including officers and men—some seven hundred and twelve people. All ratings below the commissioned and warrant ranks are here shown—seamen, engineers, marines (both infantry and artillery), and stokers, those who are to sail and fight the ship in action, and those who control the powerful engines and machinery which give her motive power, with certain of the men of the other branches of the Naval Service on board who administer to the interior economy of the ship and daily life on board.

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A DIVER IN THE "CAMPERDOWN" READY TO GO DOWN.

HERE we have a Diver belonging to the battleship "Camperdown" in his diver's dress, and complete in all the paraphernalia of his calling, about to make a descent overboard. Every ship in commission carries a diving establishment of trained men, all of whom have qualified in the instruction classes maintained all the year round at the great naval ports, Chatham, Portsmouth, and Plymouth, in connection with the Educational Institutions located there—the Gunnery and Torpedo Schools. The men have all to pass a stringent medical examination before entering on their training course, and the training is very thorough.

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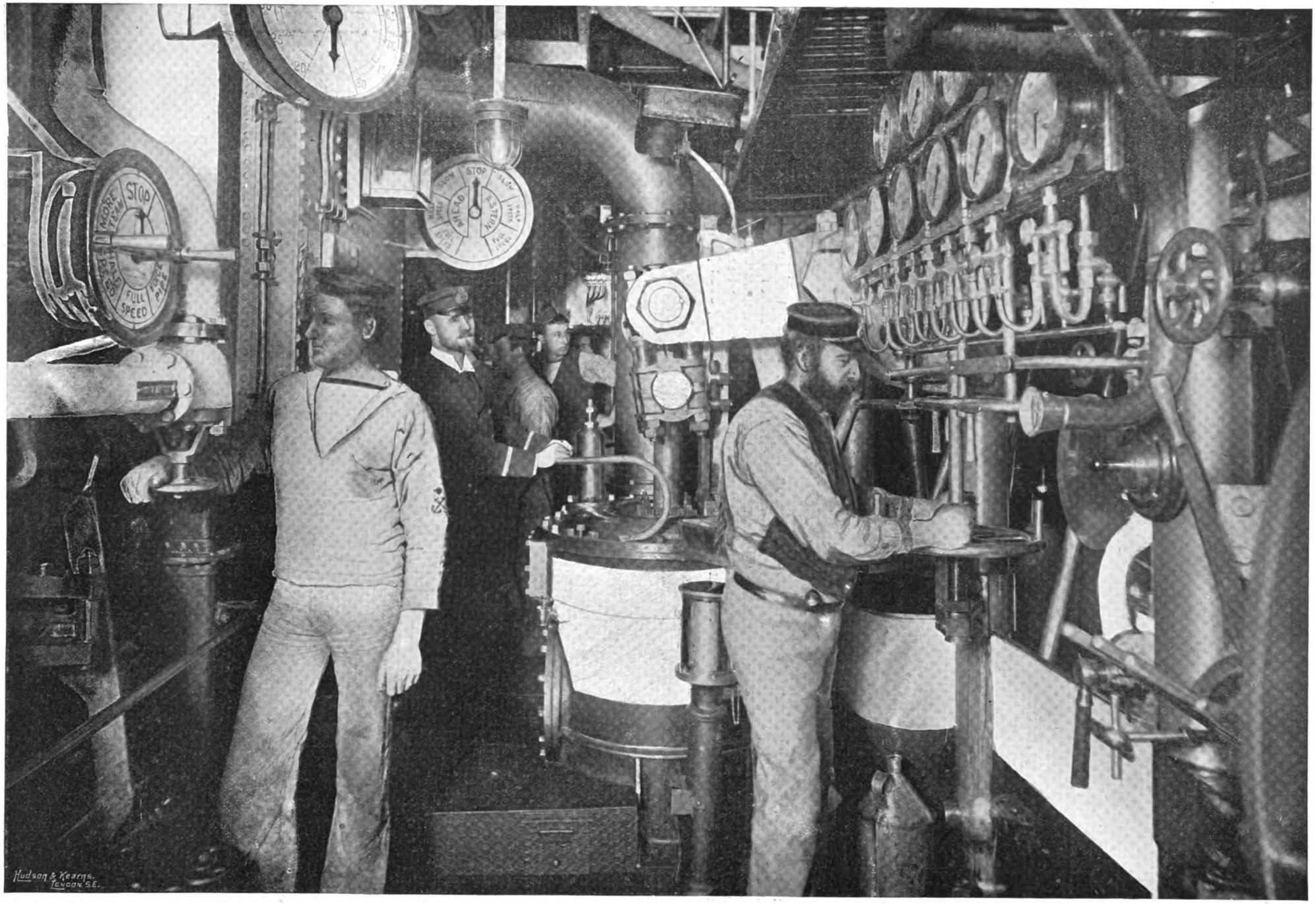

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IN THE ENGINE-ROOM OF H.M.S. "RESOLUTION."

DEEP down in the vessel, safely placed and as far as possible out of the reach of an enemy's shot and shell and below the waterline, are situated a battleship's engines. In the engine-room of the "Resolution," where our photograph was taken by flash light, we see some of the principal appliances requisite for, and used for the handling of the ship at all times. Here, for instance, is the telegraph signal apparatus, communicating with both the navigating bridge and the conning tower, which conveys the orders of the officers in charge of the ship to those in charge of the engines; the various boiler gauges for giving information to the engine-room staff as to the steam pressure and the amount of water in boilers; voice pipes communicating with the deck or other parts of the ship. An engineer officer—distinguishable from the officers of the combatant branch by the absence of the "curl" or loop on the "ring" of lace on his sleeve, an artificer, and a "leading stoker" are seen in the photograph. It is unnecessary to say how important to the efficiency of the vessel is the condition of the engine-room department or what heavy responsibility rests upon the head of this department and his subordinates.

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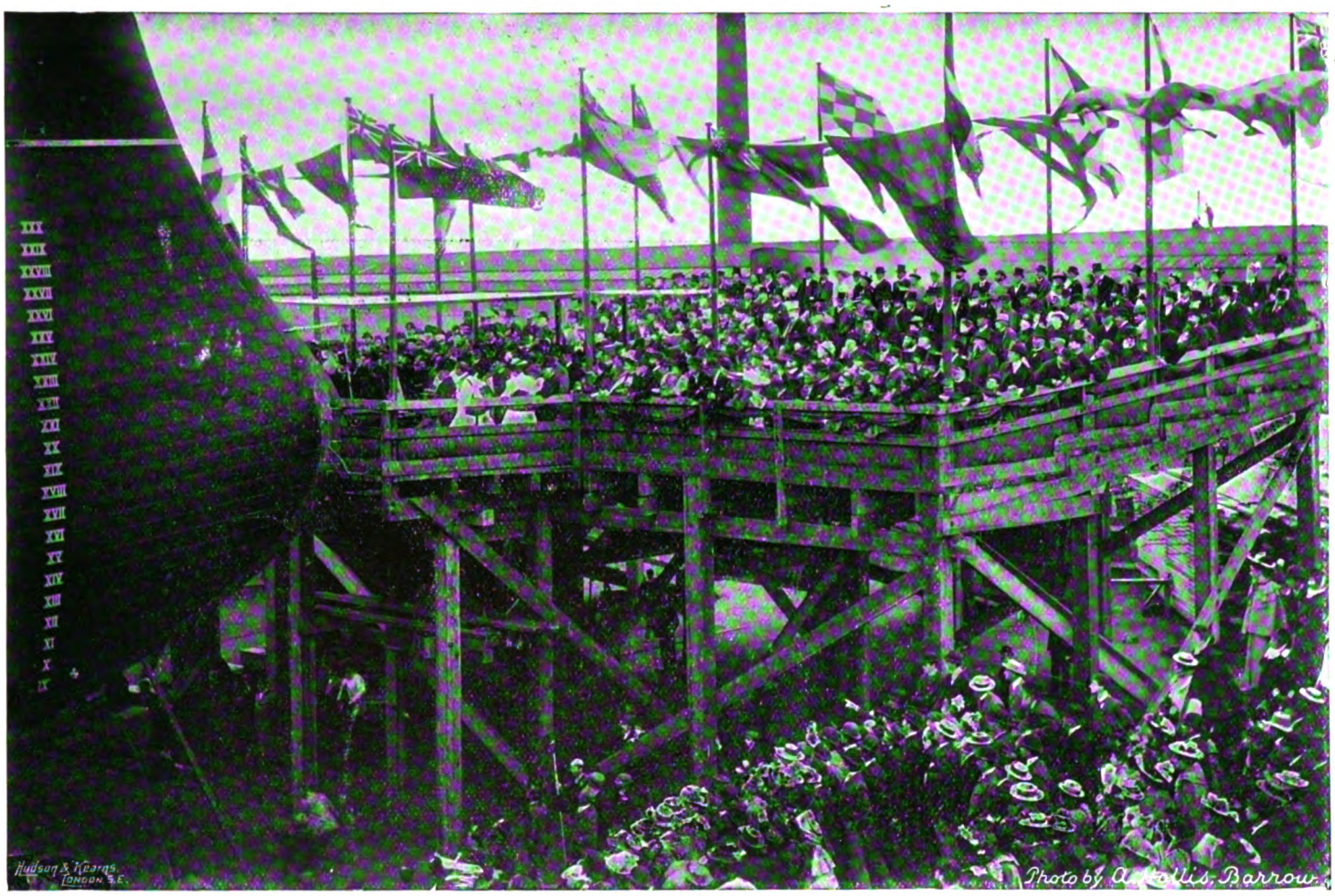

LAUNCH OF H.M. CRUISER "POWERFUL":—OFF SHE GOES.

THE ceremony of naming the cruiser "Powerful" took place on Wednesday, the 24th of July last, at the Works of the Naval Construction and Armaments Company, at Barrow-in-Furness, in North Lancashire. The Duchess of Devonshire sent the ship afloat and named her the "Powerful." Our photograph shows the scene on the principal platform immediately after the Duchess cut the last retaining cord in order to release the dogshores and start the ship down the inclined plane of the "ways," the customary religious service having been performed just previously by the Chaplain, who is shown standing near.

LAUNCH OF H.M. CRUISER "POWERFUL":—SAFELY AFLOAT.

THE photograph shows the launching operation successfully accomplished. The "Powerful" is one of the two largest vessels of her class in the world (her sister ship, the "Terrible," launched on the Clyde, being the other). The pair are each 500 ft. long, 80 ft. longer than the "Magnificent" and "Majestic" and their sister first-class battleships, and they have each a displacement of 14,200 tons, only 700 tons less than that of the battleships named. They are to be 22-knot ships. The "Powerful" will be the third ship of her name in the Navy, a "Powerful," first appearing on the list a hundred and thirteen years ago.

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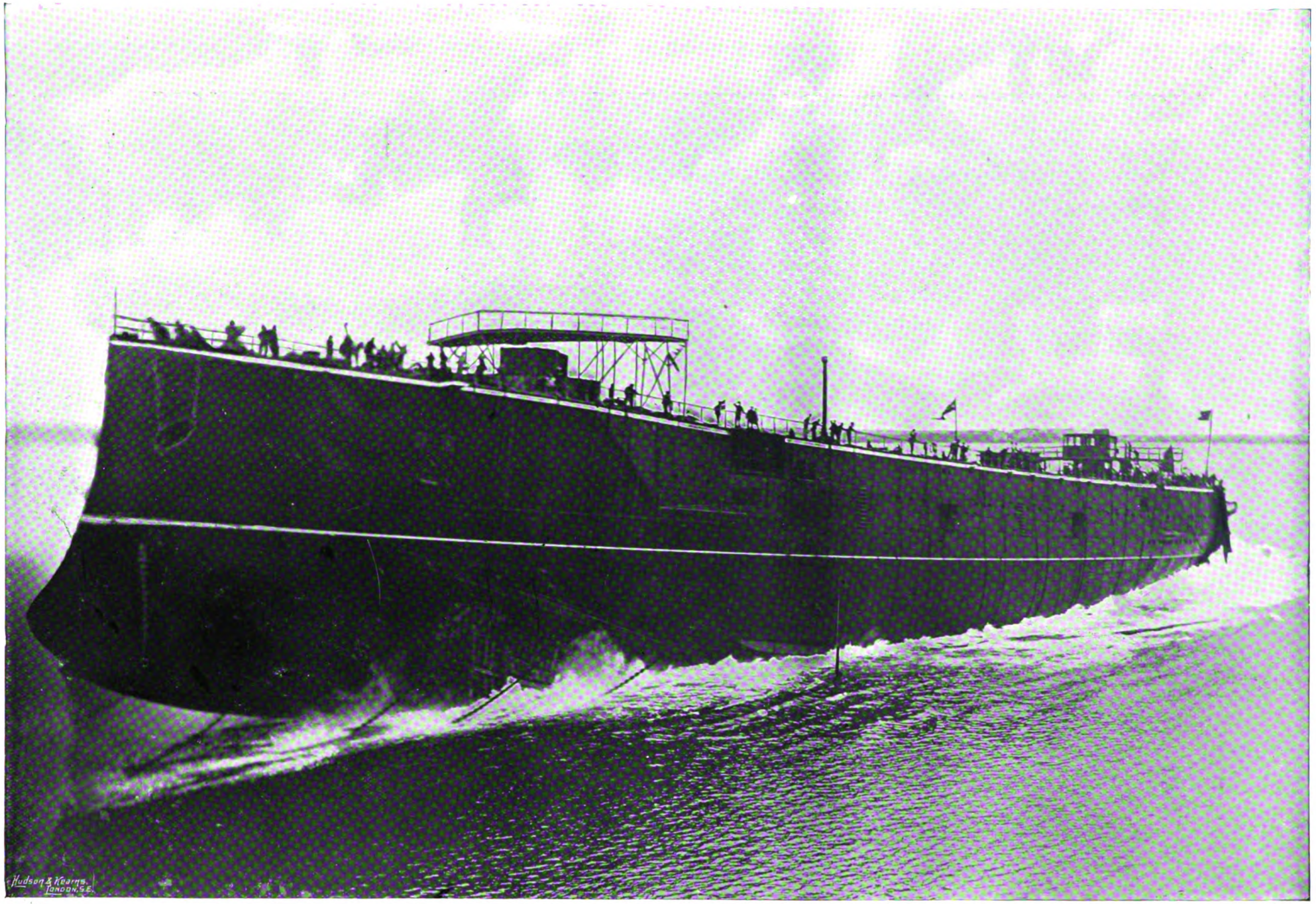

Phot. A. HOLLIS, Barrow.

LAUNCH OF H.M. CRUISER "POWERFUL":—TAKING THE WATER.

HERE we see the "Powerful" at the moment before the ship actually left the launching ways and became water-borne and fairly afloat. As she took the water the timber framework or "cradle," which had been supporting the vessel as she lay on the building slip, before gliding down the inclined surface of the launching ways, gradually became detached from the hull and floated alongside—a detail of the usual launching process that is shown in the photograph When clear of the ways, the "Powerful" was at once taken charge of by tugs in attendance, and guided round by tow ropes from the tugs to the selected place where she was to be berthed for the fitting on board of her engines and boilers. and her general completion for sea.

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BLUEJACKETS OF THE TORPEDO BOAT DESTROYER "STURGEON."

HERE we have four of the company of the Torpedo Boat Destroyer "Sturgeon," attached to the Channel Squadron, shown in the rig worn on board. They are seen on deck in the forward part of the vessel, before the 12-pounder quick-firing gun, mounted above the conning tower as the Destroyer's bow chaser. The "Sturgeon" carries a complement of fifty men, all told, and is a 27-knot boat, one of the first batch built two years ago. She is of 252 tons displacement, measures 190 feet in length by 19 feet in beam, and has engines of 4,000 horse power Her bunkers can take sixty tons of coal. For armament, to attack hostile torpedo boats, she carries one 12-pounder (already mentioned) and five 6-pounders, all quick-firing guns, besides two torpedo tubes, in case, as may happen, she should be called on to act against a big ship as a torpedo boat herself.

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Anson's Battle:—The Taking of the "Invincible."

IT is really a very curious thing what a very large number of our present-day ships of war, the names of which are more or less familiar to everybody, owe the introduction of those names into the Royal Navy to the fortune of war. A full third of our ships bear names, in the first place of foreign origin, which have been transferred by right of conquest to our own Navy List, and after being received among us by baptism of fire, have become Anglicized in form to an extent that nowadays their real origin is entirely lost sight of, and how we first won them forgotten. Anybody of course can tell at a glance how we came for instance, by our "Téméraire," our "Sans Pareil," our "Immortalité," our "Magicienne," our "Volage," and so on. These are names that tell their own stories, and bear on their faces unmistakeable marks of their original nationality, names that stand to commemorate for us of these later days, the old-time valour of our ancestors; remaining ever an abiding record of how, in days gone by, they knew

"To point the gun upon the chase
And bid the deadly cutlass shine,"

in the words of an old sea song. There are very many of these "trophy names," if one may so call them, in the Royal Navy, and we are rightly proud of them; yet, as a fact, the number of "trophy names" about whose equally honourable and distinguished origin the Navy List to nine people out of ten is a book of hidden meanings is vastly larger. Take for example this instalment, and it is only a small instalment; a few names, taken at random, at a chance opening of pages in the List:—"Invincible," "Superb," "Monarch," "Indefatigable," "Intrepid," "Mars," "Formidable," "Asia," "Melampus," "Renown,"—even the familiar name of our Saucy "Arethusa." Honest everyday English names in every syllable, as these well-known man-of-war names of ours seem, so familiar to everyone nowadays as they are, they, one and all, were first known only on the Navy Lists of the enemies of England, from whom we took them in battle by force of arms and made them our own. Each, too, has its own story. There is in each of the names here given, what the late Archbishop Trench of Dublin called "a harvest of historic lore garnered," a stirring and memorable story of valour and heroism and the romance of war, which ought to be better known, or any rate better remembered, by every one of us. Were in fact these things known as they ought to be known they might well prove, on occasion, of national service for their "magic of example."

Our first name lighted on—"Invincible"—will serve. Indeed, it is the best that could be chosen of set purpose seeing that its story connects directly with an event of the present month of May. It is moreover a name that would appear to have no particular memories attaching to it; just the sort of name, in fact, that some prosaic-minded official at a desk in Whitehall might have selected because it might seem likely to look and sound well for a ship of war. The story of the "Invincible" is the story of Anson's battle off Cape Finisterre, fought and won on the 3rd of May in the year 1747, in the same waters and not very far from the historic and sadly memorable spot where now, twelve thousand feet down, our lost ironclad battleship, the "Captain," lies in her last resting place below the sea. It was in the war with France and Spain, known to most people from the historic incident which led indirectly to its outbreak as "The War of Jenkins Ear;" the war that on land saw Fontenoy and Dettingen fought, and the hapless overthrow of Culloden.

Secret information reaching the Admiralty early in the year that the French were preparing to despatch a powerful double expedition to convey reinforcements to their forces in North America and India, special efforts were made by us to reinforce the Channel Fleet to fourteen ships of the line and get it to sea, to watch for and waylay the expedition as soon as it should sail. At the same time Vice-Admiral Anson, then one of the Lords of the Admiralty, was temporarily relieved of his duties at Whitehall, and nominated to the Chief Command in the Channel, with his flag in the "Prince George," a newly refitted and powerful ninety-gun ship.

Anson sailed from Plymouth Sound on the 9th of April and chose his station in the south-western quarter of the Bay of Biscay, directly in the track that the French Expedition in ordinary circumstances would be bound to take. There they remained cruising off and on for some fifteen days, Anson passing the time in getting his command into fighting trim, by "exercising his fleet in forming line and in manœuvres of battle, a practice till then absolutely unknown." His absence from England with the Channel Fleet seems to have successfully kept a secret. Apparently quite unaware that a reinforced enemy was lying in wait for him, and directly across the path he proposed to take, the French Admiral started, just three weeks after Anson set out to intercept him, and followed the usual route to pass clear of European waters, exactly on a course to bring his charge under Anson's guns. The French sailed from their rendezvous in Aix Roads on the 29th of April, and early on the 3rd of May were sighted off Cape Finisterre by the ships of Anson's fleet.

They found Anson fully aware of their near approach. The British Admiral had taken care to have every movement of the fleet in Aix Roads watched: he had specially posted a cruiser and a sloop off Rochefort to observe them and report their putting to sea. At the same time, as the critical moment drew near, Anson made a special disposition of the ships of the fleet that were with himself, to ensure the enemy being sighted in case his cruisers should miss them. He spread out his fourteen ships "in a line abreast, each ship keeping at a distance of a mile from the other, that there might not remain the least probability for the enemy to pass by us undiscovered."

Complete success crowned Anson's plan of campaign. At seven o'clock on the morning of the 3rd of May, Captain Gwyn of the "Falcon" sloop, one of the two look-outs posted off Rochefort, ran into the fleet and reported to the Admiral that the enemy were at sea and nearing them. He had only eft their company, he said, at four o'clock on the previous afternoon. Captain Gwyn also reported the enemy as thirty-eight sail, only nine of which were men-of-war.

Upon this intelligence Anson at once called in his outlying ships and made sail to the south-west, with the result that at half-past nine that morning the enemy were sighted from the mast-head of the "Prince George." They were, however, upwards of twenty-four leagues off and for nearly four hours we had to chase hard, heading to cut them off.

At one o'clock we were near enough for Anson to make signal for his fleet to form line of battle abreast, a formation

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that he altered half-an-hour later for that of line of battle ahead. So we held on, until at three o'clock Anson made up his mind that the enemy were only manœuvring to gain time and intended to try and make their escape under cover of the night. Forthwith he ordered the signal for the line of battle to be hauled down, and had hoisted in its place the signal for a "general chase;" in order, in Anson's own words, "to pursue the enemy and attack them without having any regard to the line of battle." There was, indeed, no necessity for us to stand on ceremony with an enemy so obviously inferior in strength.

All was prepared for battle on board our ships, yards unslung, cabins and bulk heads all knocked down, the fighting decks clear fore and aft and the men ready at quarters, magazines opened, and guns loaded and run out.

The French, for their part, held on their course, dividing as they went along into two groups of ships. The larger group, the storeships and transports of the convoy, pushed on in no particular order, crowding canvas and each vessel going her best independently of her consorts. The smaller group, the nine Men-of-War, under lower sail drew apart from the others and did their best to form a line of battle in close order. They were seen from the British Fleet to be under the orders of a Commodore, flying his broad pennant in a big sixty-six gun ship, with a second Commodore, flying his pennant in a seventy-four. The French Man-of-War squadron first ranged themselves in line ahead between their charge and the enemy, in order, as it appeared, to await Anson's approach, prepared to sacrifice themselves to save the convoy. As however Anson himself quite understood, this was but putting on a "brag countenance" to make him hold off as long as might be; until nightfall, if that were possible. When Anson was seen to haul down the flag for the line of battle and hoist the chase flag—the French knew our regulation signals as well as we ourselves did—the French Commodore in command at once signalled his ships to get fore-tacks on board and loose top-gallant sails, for a general retreat after the flying convoy. He had done his duty in doing his best to gain time for his charge to get a start; it was now high time for the escort to see to themselves. Anson, however, proved too quick for his antagonist: it was now too late for escape for the French Men-of-war of the escort.

Anson's flyers, led in the van by Anson's own old ship, the "Centurion" of immortal memory—the ship in which Anson had made his memorable voyage to the South Seas,—with close astern of her Boscawen's big 90-gun ship the "Namur," the "Defiance," and the "Windsor," speedily drew up with the French, coming down on them with guns trained and matches burning. To make "downright work" of the enemy was the order of the day. The French managed to shoot away the "Centurion's" main top-mast and fore top-sail yard as she came on, and made the "Centurion" drop astern for a while, but immediately afterwards two fresh British ships, the "Bristol" and the "Devonshire," came up and joined the attacking British van squadron.

Posted among the sternmost of the rear division of Commodore De La Jonquière's gallant band, the French "Invincible" of seventy-four guns, was one of the first of the French ships to be assailed. She was singled out by Boscawen's "Namur," a big three-decker, whose broadsides delivered at short range wrought disastrous havoc on board. But M. de St. George, her gallant Captain, showed himself worthy of the distinguished name he bore and did not flinch. He stood to his guns under the three-decker's terrific punishment, and when after a time the "Namur" pressed on ahead to attack others of the French in the van, showed fight as manfully as ever to the next comers, Mad Montague's "Bristol," and the "Devonshire," the flagship of a fiery Irishman, Rear-Admiral Peter Warren, Anson's second in command. These ranged up alongside together to take Boscawen's place. The "Invincible" was reputed the finest two-decker afloat; on this day she displayed fighting qualities worthy of her reputation. Attacked hotly by the "Bristol" and the "Devonshire,"—no mean antagonists between them for the best three-decker in King Louis's Navy—she stubbornly fought on. The "Bristol" at length ran in close and shot down her masts. Still M. de St. George returned shot for shot. A third opponent came up, the "Pembroke." The "Invincible" fought on. The Captain of the "Pembroke," Fincher, tried to pass between the "Bristol" and the "Invincible." He hailed Captain Montague to make room for him: "Put your helm a-starboard, or I'll run foul of you!" "Run foul of me," was Montague's rejoinder, "and be d——d! Neither you, nor any man in the world, shall come between me and my enemy!"

But the "Invincible's" combat with the "Bristol," the "Devonshire" and the "Pembroke," was too unequal to last. Defending herself to the end with heroic endurance, her fire after nearly a two hours' stand gradually slackened, until, finally with not a shot in the lockers left, it ceased altogether. In the French Navy to this day the story goes that the gallant Captain of the "Invincible" fired his last broadside from his quarter-deck guns, with handfuls of *louis d'or* from the ship's treasure chest for bullets. The "Bristol" then left the "Invincible" to be taken possession of by Anson's flagship, now close at hand, Montague ordering fresh sail to be set. "Come my brave boys," he called to his men, "we must have another bird of them." He pushed ahead forthwith and proved himself as good as his word, at the expense of the French Diamante.

The formal surrender of the "Invincible," resulting in her becoming our first British ship of the name, took place on the quarter-deck of Anson's flagship, the "Prince George," which had ranged up alongside her just as the "Invincible's" colours came down. M. de St. George was taken to Anson a few minutes later, immediately after, as it happened, the "French Gloire," a frigate of forty-four guns, also struck her flag. Presenting his sword to the British Admiral with a courtly bow, and with a gesture of his left hand over the taffrail of Anson's flagship towards the latest capture M. de St. George addressed Anson with:—"Monsieur vous avez vaincu 'l'Invincible' et la 'Gloire' vous suit."

With the surrender of the "Invincible" the French resistance practically collapsed. Already the senior French Commodore's ship, the "Sérieux," of sixty-six guns, in the van of the French line, had surrendered, followed by two of her consorts, the "Rubis" and the "Jason," two fifty-two gun ships; now, on the hauling down of the ensigns of the "Invincible" and the "Gloire," there promptly followed the surrender of the four ships left, the "Diamante," "Thétis," "Apollon" and "Philibert." By half-past six o'clock, two hours and a half after the "Centurion" had begun the battle, all was over. It only remained with part of the fleet to chase and overhaul and capture the convoy, and return to England with the rest, to receive the victor's meed of general acclamation and the more substantial rewards—a peerage for Anson and general promotion for his officers—which a grateful King and country were ready to bestow on the victors of the 3rd of May.

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THE 57th AT ALBUHERA

AMONG the sanguinary battles of history few have claimed more victims in proportion to numbers engaged than the terrific fight that was waged in May, 1811, around the fatal hill of Albuhera. Gallant 57th! You who stood like a wall in that horrid tumult, when friend and foe were mingled, scarcely recognisable, in a torrent of gore, can your heroism ever be forgotten? To "Die Hard"—that is the duty of British soldiers when home and country call. It was a name you earned worthily from the lips of gallant Colonel Inglis, in a true baptism of fire! Search where we may through the annals of our Army, we shall find no nobler deed than that wrought by the 57th and other British regiments at Albuhera. There have been splendid cavalry charges, in which men have scoffed at death; there have been surging waves of intrepid men beating against the walls of fortresses, waves that have dashed over the battlements and scattered the defenders within; there have been incidents of individual heroism enough to awaken the enthusiasm of the world. But where—in the midst of confusion, when the regiments of our allies have become mobs of unreasoning men—can we find a nobler example of discipline, of the steady and immoveable outcome of moral courage, which is the finest salt of soldiery, than was displayed by the 57th in that sanguinary field? To say so much for that famous regiment is to discredit no other British corps engaged that day. Amid that struggling multitude—where not undisciplined valour, not the fiery enthusiasm begetting rashness that weakens, but the measured action of men undismayed, wrought its purpose—were many regiments building up that body of "astonishing infantry," of some of which we may yet recount the deeds.

The 57th Regiment was a corps with a distinguished history. It had fought through the long American War, and, after Brandywine, its light company shared in the famous night attack that infuriated "mad Anthony Wayne," and until the end of the campaign, continued to wear a red distinguishing plume in defiance of the threat to give no quarter to the men who had dealt so desperate a blow—a distinction still perpetuated in the uniform of the 46th. The 57th had fought a great deal, too, in Flanders, the "Cockpit of Europe," and had suffered much in the terrible winter march on Bremen. In the Peninsula it was commanded by Lieutenant-Colonel William Inglis, "one of those veterans," to use the words of Napier, "who purchased every step of promotion by their blood;" an officer whose fine spirit had endeared him to his men, over whom he exercised a magnetic personal sway. Many a cheery word he spoke to them, and they felt that he sympathised in their joys and in their sorrows His zeal, energy and intrepid spirit were known to all the Army, and the order to "die hard" fell from his lips with no surprise upon their ears. "Ay, Sir," some of them had said to him, "we will follow where you lead." "Right, men!" was his reply, "I will try never to lead you amiss."

The great fight at Albuhera was one of the most critical in the whole Peninsular War. Badajoz had fallen into the hands of the French, and the loss of that famous fortress threatened Cadiz with famine, where gloom and discontent were spread, and it menaced Portugal by placing Elvas in danger. Masséna was actively confronting Wellington, and Soult was advancing with a great host of picked veterans on Estremadura. The Frenchman was resolved that the great fortress on the Guadiana, which was yet to demand such libations of blood, should not fall, and Marshal Beresford, dreading to be caught in the trenches, wisely raised the siege. Imperfect tactician as he was, and unwise as were some of his dispositions, by this act he saved the Army. After the stubborn fight at Foz d'Aronce he had been detached by Wellington with the purpose of relieving Campo Mayor, and retaking Olivenza and Badajoz. The first was recovered after a sharp action, and while he laid siege to the greater fortress, the 4th division was left to reduce Olivenza, which it succeeded in doing in three days. Soult was advancing for Seville with 23,000 seasoned men whom he could trust, infantry, cavalry, and artillery, while Beresford had less than 7,000 British, supplemented by 8,000 Portuguese, and by 15,000 Spaniards whom he doubted, and who, to add to the difficulty, were under an impracticable officer named Blake.

The desperate defence that had been made to this, the first English siege of Badjoz, in which 800 of the allies had fallen to no purpose whatever, had shewn the determined character of the French, and, when Soult advanced with his veterans, doubt of his position ran through Beresford's mind. There were apprehensions in the camp, but not an Englishman quailed before the coming storm. Albuhera, where it was agreed among the allies to accept battle, lies about fifteen miles southward from Badajoz, upon a considerable tributary of the Guadiana; and the position chosen was one of strength, with the river in front of it. The 57th, brigaded with the 29th, and the first 48th under Major-General Houghton, was the midmost regiment of the second division, which occupied the centre of the line upon the ridge, under Major-General Stewart, the other brigades (1st and 2nd) of the division being on either hand of it, the Portuguese extended further on the left, and Blake's Spaniards, who reached the ground late, on higher ground on the right, while a German brigade occupied the bridge and the village of Albuhera by the river. In the rear was the fourth division, to which the victory was finally due, under Sir Lowry Cole, with the larger part of the cavalry, commanded by Major-General Lumley.

The 57th lay upon the ground during the night, and when the morning of May 16th broke gloomy and wet, and the men were aroused with the cry of "Stand to your arms! the French are advancing!" there was bustle throughout the line. A hasty breakfast was swallowed, some laggards were imprecated, and many were the loud shouts as the men struggled into their equipment. There were some who fought bootless, many who rushed to their positions yet half clothed, and Major-General Houghton, in command of the third brigade, rode out before his men wearing a green frock coat which he had hastily donned, and which he did not exchange for his red uniform coat until the cannonade of the enemy had begun. Then, as the ranks were dressed, and the men girded themselves to resist the onslaught, was seen a strange spectacle. Godinot, with his heavy column, preceded by 10 guns, and flanked by light cavalry, marched out of a dense wood beyond the river, followed by the brigade of Werlé, and made straight as if he would force the bridge, which lay right in front of the 57th. The loud rattle of musketry and the booming of Portuguese guns on the left, greeted him, and a sharp fight took place in the hollow. But Colonel Inglis and Major Scott of the 57th, with many others on the ridge, noticed that Werlé followed Godinot in a dilatory fashion, and a rumour spread along the line that this was but a feint. In effect, the Frenchman, leaving but a battalion of Grenadiers to support Godinot at the bridge, quickly countermarched to the right, and took up a position assigned to him by Soult in the actual plan of attack, of which Beresford was disastrously ignorant.

On the right front of the Allies, beyond the Albuhera river, was a detached hill, which Soult had cleverly used as a vantage point. Behind it during the night he had massed

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15,000 men, including Gerard's corps and Latour Marbourg's heavy cavalry, with a great number of guns, within a march of ten minutes of Beresford's right. So little care had been taken of reconnaissance that his movements were made unperceived.

But Beresford had now divined his error, and when Werlé marched across the front, and the French fifth division was seen beginning to mount the hill, it was evident to him that the chief attack would be from that direction. Accordingly, with fiery energy, he hastened to change front, ordering Blake to form his Spaniards at right angles to the first intended line. This Blake refused to do, and it was not until Marshal Beresford, in a towering rage, himself galloped up to that officer that the unlucky Spaniards were huddled into their new position. Meanwhile the 57th, as part of the second division, had been ordered up to support them, and the movement had been made at the double, under a hot fire, while the Portuguese were moved to the original centre opposite to the bridge. Rarely has a British Army been in so difficult a position. To change front rapidly in the presence of so alert a master of the art of war as Soult, necessarily exposed it to loss, and the movement could scarcely have been other than disorderly. Meanwhile the French were rapidly advancing, and the cavalry were sweeping round to the right. A terrible disaster immediately befel the Englishmen. Colonel Colborne's brigade (1st) of the second division was the first to arrive in support of the Spaniards, and, being deployed beyond their right, was outflanked by four regiments of French Hussars and Lancers, which, sweeping round to its rear under cover of mist and rain, charged upon the rear of its line, cut down some two-thirds of its men and captured six guns. The 31st regiment alone escaped by forming square rapidly. Some of the Frenchmen were cut off by our cavalry; and when the news of this grim carnage spread along the line, a howl of indignation and defiance went up from the throats of desperate men.

In the mist, the pall of smoke rested heavily on the field, but out of it belched the fire of a multitude of guns, and a rattling musketry fire wrought havoc in the allied lines. The Spaniards quailed beneath the iron storm. Some of them, it is true, fought like men, but others took to flight, and the main body would not advance. It is recorded that Beresford, in his savage determination, seized a Spanish ensign by the coat, and carried him and his colours by main force to the front, whence, however, the poor rascal fled as soon as he escaped the Marshal's iron grasp. At this spectacle, and the utter discomfiture of Colborne, Soult thought victory was already in his power. He had reckoned without the sturdy spirit of the Englishmen. The 57th were standing with ordered arms, for, owing to the confusion of the field, it was thought the Spaniards had suffered from their fire, for on that tremendous day it was not easy, as the Spaniards themselves had found, to distinguish friend from foe.

It was the rare fortune of the allies at this critical juncture that Soult, owing to the thick air which had given him the advantage over Colborne, could not see the full extent of our confusion, and so withheld his heavy columns at the moment when they might have won him victory. The 57th, with the other regiments of Houghton's brigade, were advanced to take the place of the discomfited Spaniards; and when the General took off his hat as a sign to open fire, an iron torrent was poured upon the French. It was at this time that the losses were most fearful. The guns on both sides were pouring showers of grape at half range, and discharges of musketry within pistol shot, ploughed through the ranks and the carnage was fearful. Colonel Inglis had had his horse shot under him, and his men stood biting their cartridges and plying their ramrods with the resolution of death sitting on their faces. It was not in vain. The regiment remained like a rock, and gave up not an inch of ground to the immensely superior foe. The stories of the heroism of individuals in that terrible hour are many. Colonel Inglis, who, owing to General Houghton being mortally wounded, took command of the brigade, was himself severely wounded by a grape shot in his breast, which passed through and lodged in his back. The gallant officer refused to be carried away, and lay where he fell by the colours of his regiment, urging on his men to redoubled fervour, to keep up a steady fire, and to "die hard." Those colours—how their bearers cherished them! The regimental colour was pierced by twenty-one bullets, while the King's colour had its staff broken and bore the marks of seventeen. Ensign Jackson, who carried it, was shot in three places, and retiring to have his wounds bound up, was relieved by Ensign Veitch, who, though himself severely wounded, refused to give the colours up on his return to the line. Captain Ralph Fawcett, a young man of twenty-one, though grievously wounded, like his Colonel, would not be removed, but caused his men to carry him to a neighbouring hillock, where he lay, ordering them continually to fire low and to waste no ammunition.

But to Beresford it appeared that all the efforts made were unavailing, that annihilation awaited his men. General Stewart was twice wounded, Colonel Duckworth was dead, and Houghton had fallen as he cheered on his men. Alas! how few of those valiant fellows could now have responded to his call. Their dead bodies covered the ground and outnumbered the living, and the groans and shrieks of the wounded were mingled with roar and crash of the guns. Ammunition was becoming exhausted, and as the fire slackened, a French regiment established itself in advance on the right flank. The grim sacrifice had been in vain, mournfully thought Beresford, as he made dispositions for a retreat to Olivenza. But Colonel Hardinge, late 57th, attached to the Portuguese, and Sir Lowry Cole of the fourth division believed otherwise, and Beresford gave way. There were two brigades in the fourth division, one Portuguese and one English, the latter consisting of the 7th and 23rd regiments, and called the Fusilier brigade. By this time the shattered remains of the third brigade were reduced almost to inaction, but the fourth division, rapidly advancing, mounted the hill, recovered five of the captured guns and a colour, and took ground on the right of that brigade, while the 2nd brigade of the second division, under Colonel Abercrombie, came up on its left.

The effect was instantaneous. The day was saved. Just as the sudden uprising of the Guards at Waterloo broke the strength of the Imperial Grenadiers, so did the issue of these brave men from the dense smoke strike dismay into the hearts of the French. The murderous discharge of grape and musketry continued, and regiments reeled in the iron shower, but swiftly recovering they rushed upon the crowded ranks of the enemy, and the remnant of the 57th joined in the final onrush that swept away the French. "Stop, stop the 57th," cried Beresford, "it would be a sin to let them go!" Vain was it for Soult to urge on his men; useless was it for his cavalry to spread confusion on our flanks; worthless was the belching of all his guns. Shrieks, cries and groans broke from the surging masses, but the English had their way. Down the hill and in swift retreat were pouring the defeated French, and once more the laurels of victory rested on British brows. But at what a cost! Eighteen hundred unwounded Englishmen alone remained triumphant upon the hill. Of some 30 officers and 570 men of the 57th who went into action, only about 10 officers and 150 men remained available for duty, and the losses of the 29th and 48th had been little less severe. Blood-stained streams and mangled bodies remained to tell the story of the carnage. "Die hard, 57th," was the cry of brave Colonel Inglis, and well had his officers and men obeyed the behest; and, when the broken columns of Soult pitched headlong down the steep, they left a new and stirring triumph to Englishmen.

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Photo. A. BASSANO, Old Bond Street.

GENERAL SIR DRURY CURZON DRURY LOWE, K.C.B.

THIS well-known and distinguished cavalry officer is the Colonel of the 17th Lancers, with which gallant regiment Sir DRURY LOWE throughout his career, from cornet to colonel, has ever been intimately associated. He served with the 17th Lancers in the Crimea, in India during the Mutiny, and in Zululand, and was at the head of the regiment as Lieutenant-Colonel Commanding from 1866 to 1879. As Commander of the British cavalry throughout the Egyptian war of 1882, Sir DRURY LOWE's name has become widely familiar particularly in connection with the "midnight charge" at Kassassin, and brilliant dash across country after the battle of Tel-el-Kebir, which resulted in the capture of Cairo. Since then Sir DRURY LOWE has commanded the Aldershot Cavalry Brigade and held the post of Inspector-General in Great Britain. He was born in 1830, joined the 17th Lancers in 1854, and was appointed Colonel of his regiment in 1892.

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THE DRUM-MAJOR OF THE 3rd BATTALION GRENADIER GUARDS.

SERGEANT-DRUMMER F. McCOY, of the 3rd Grenadier Guards, has served just twelve-and-a-half years in his regiment, having enlisted on the 20th September, 1883. He was promoted sergeant-drummer, or as it used to be called "drum-major," in November, 1892. Sergeant-Drummer McCoy served in the Soudan in 1885 and wears the Egyptian Medal with the Suakin Clasp and the Khedive's Bronze Star. He is a soldier's son, his father having served with the 84th Regiment in the Indian Mutiny, at the Siege of Lucknow and elsewhere. Sergeant-Drummer McCoy is State Drummer to the Queen.

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WITH THE ROYAL SCOTS FUSILIERS AT ALDERSHOT.

IN our last number the commissioned officers of the 1st Battalion of that famous and ancient regiment, the Royal Scots Fusiliers, were shown outside their quarters at Maida Barracks, Aldershot. We now see representative members of other ranks and grades in the regiment. In the centre of the group is the Sergeant-Major shown in undress uniform, wearing a "dice-board" band, worn by all Scottish regiments, on his forage cap; an all important functionary, and the mainspring of the whole regimental mechanism. On one flank of the group stands the Drum-Major, who heads the band at reviews and on all occasions of display, bearing his staff and shoulder belt, this last being richly embroidered with the regimental badges, motto, and battle-honours; and on the other, one of the Colour-Sergeants, one of the senior non-commissioned officers placed in charge of the several Companies of the Battalion. A Piper in kilt and full dress regimentals, and a private soldier, also in full uniform, complete our group.

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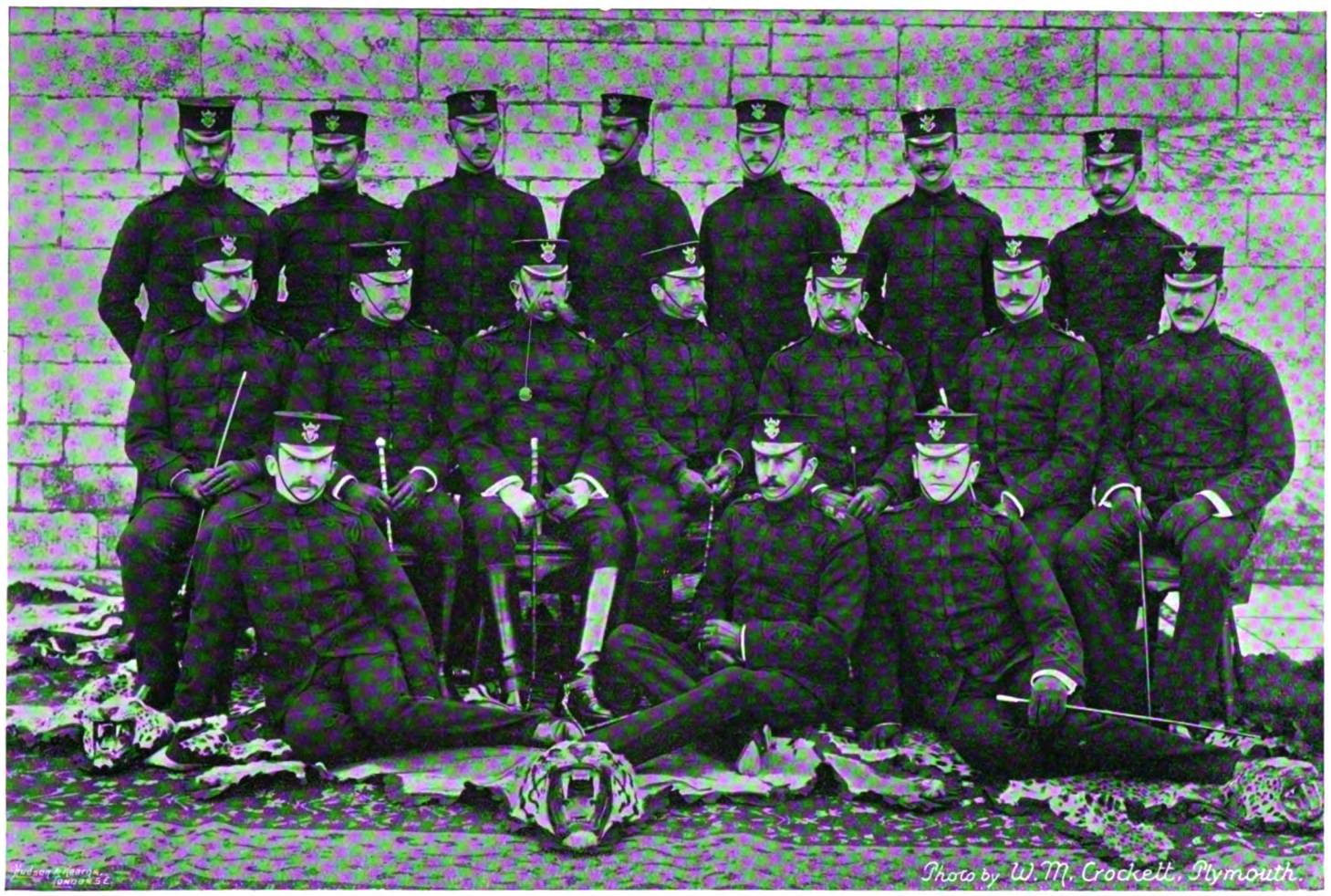
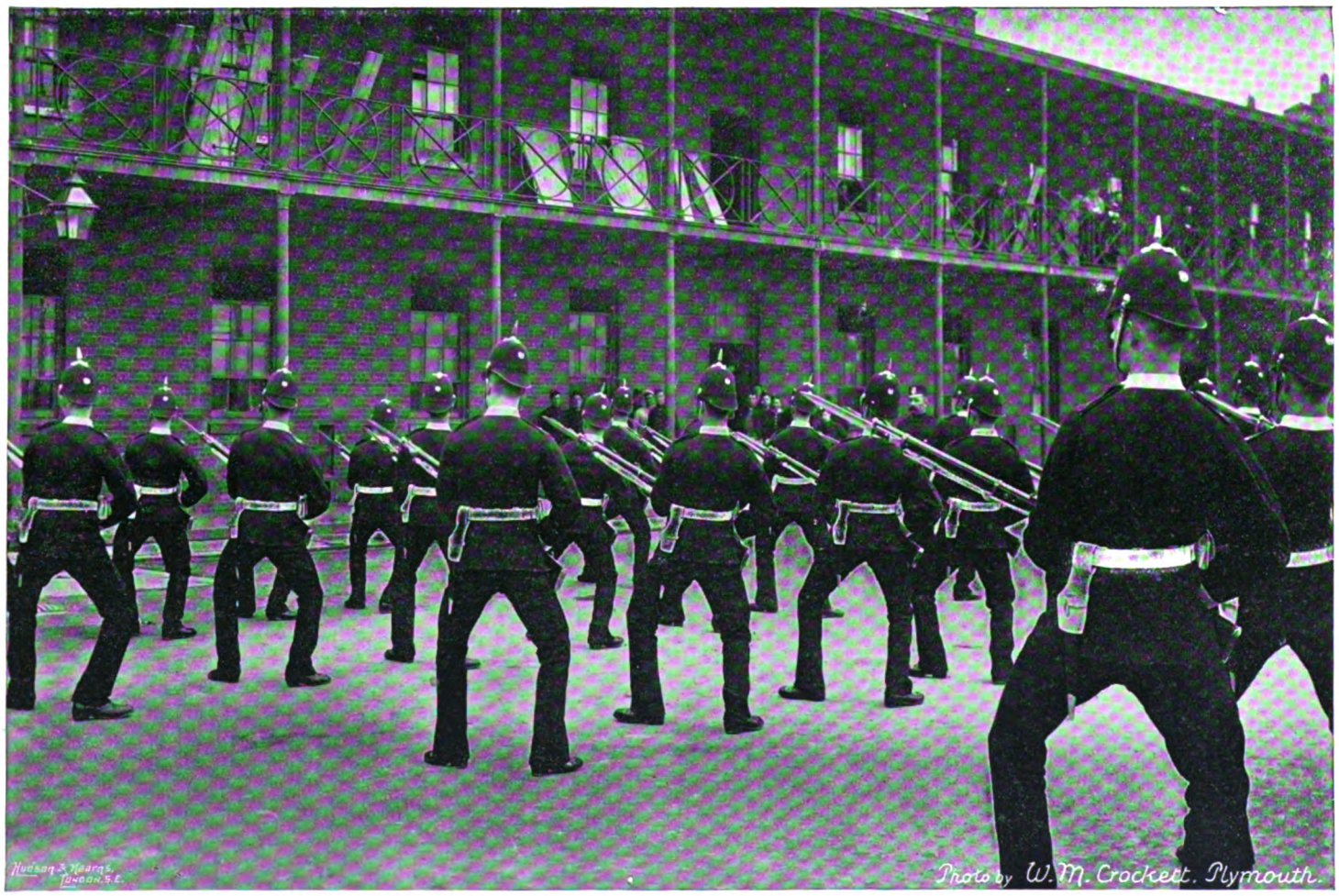


OFFICERS OF THE 2nd BATTALION GLOUCESTERSHIRE REGIMENT.

OUR illustration shows a group of the officers of the 2nd Battalion Gloucestershire Regiment at the Raglan Barracks, Devonport. The Regiment was at one time styled the "Flowers of Toulouse," owing to the heavy losses suffered at the Battle of Toulouse, 10th April, 1814, when the Regiment was brought out of action by the Adjutant and two Ensigns, three of its officers being awarded the gold cross. Another old sobriquet, "The silver-tailed Dandies," probably arose from the officers retaining their laced coatees, while others had adopted the short jacket for active service in the Peninsula War—no less than seven gold crosses were awarded to the officers for gallantry during the Peninsula War—the greatest number awarded to any one regiment during the campaign.



"BRASS BEFORE AND BRASS BEHIND."

HERE we have a squad of the Gloucestershire Regiment at bayonet exercise. On the back of their helmets is noticed the distinctive badge of a sphinx encircled by a wreath earned by the 1st Battalion, the old "Slashers," on the memorable 21st March, 1801, at Alexandria. The 28th Regiment, posted on the extreme right of the position, bore the brunt of the main French attack, which attempted to envelop Sir RALPH ABERCROMBIE'S flank. The regiment had presented the extraordinary spectacle of troops fighting at the same time to the front, flanks and rear. Although thus surrounded, the 28th Regiment remained in position on the platform of the parapet, and preserving its order, continued a contest unexampled before this day. At the present moment the 1st Battalion Gloucestershire Regiment is stationed at Alexandria, in the vicinity of the scene of action which won them their "Brass Before and Brass Behind."

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2nd BATTALION GLOUCESTERSHIRE REGIMENT ON PARADE.

IN 1756 a second battalion was added to the Old Buffs. In 1758 it became a separate corps—the 61st Foot, now the 2nd Battalion Gloucestershire Regiment, which our illustration represents, drawn up in quarter column under command of Lieutenant-Colonel CRAWFORD LEATHAM. On the reverse flank are seen the Maxim guns, band, drums and transport. The distinguished conduct of this regiment at the battle of Chillianwalla, 1849, under SIR COLIN CAMPBELL's leadership, was pronounced by the Duke of Wellington to have been one of the most brilliant exploits ever performed by any regiment of the English Army. In the words of Malleson, the historian, "Never did men deserve better of their country than during that mortal struggle, and on that strange day of stern vicissitudes did the gallant 61st." Both battalions of the Gloucestershire regiment have been connected since 1782 with the county, which never fails to supply them with recruits in sufficient numbers, and of a high standard.

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"The Bishop of the Household Brigade":—THE REV. ARTHUR ROBINS, D.D.

THE REV. ARTHUR ROBINS, was born in London on the 24th January, 1834, and educated at Clapham Grammar School and at Magdalen College, Oxford. He was ordained Deacon and Priest in 1866 and 1867 by Dr. WILBERFORCE, Bishop of Oxford, In 1869, Dr. ROBINS was appointed to the Rectory of Beaulieu, in the New Forest, and thence to Nutshalling (Nursling), in Hampshire, which in 1873, he exchanged for Holy Trinity, Windsor. He is Acting Chaplain to the Forces at Windsor, Chaplain to the Prince of Wales, and a Chaplain in Ordinary to the Queen. "A great regenerator," as the late Lord IDDESLEIGH described him, "the Guardsman's Bishop" has specially devoted himself to the spiritual and social welfare of the men of the Garrison of Windsor. To his general parishioners, poor as well as rich, his genial, kindly, manly and sympathetic nature has equally endeared him. Dr. ROBINS was appointed to Holy Trinity Church just three and twenty years ago by his great friend, Bishop WILBERFORCE, of Oxford. He has made it a soldiers' church, and a place of which the men of the Household Brigade are as fond as of their own "Guards' Chapel" in London, which is saying a great deal.

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HOLY TRINITY CHURCH, WINDSOR.

THE Parish Church of Holy Trinity, Windsor, was built mainly through the exertions of the late Prince Consort and opened in 1844. It has been attended by the troops of the Household Brigade at Windsor ever since. It contains the Crimean Memorial to the Brigade of Guards; the Memorial Chapel of the 1st Life Guards; several historical windows, one to commemorate the escape of the Queen from assassination in Windsor, and one in memory of the late Duke of Clarence. There is a pulpit, the gift of the Scots Guards; choir stalls, presented by the late Sir Watkin William Wynn; a font by the Privates of the 2nd Battalion Grenadier Guards; and windows by the Coldstream and Grenadier Guards. There are also Monuments to the late Colonel Burnaby and the Hon. Oliver Montagu, of the "Blues." The Church kept its Jubilee in 1894, when the Prince of Wales was present. It has been beautifully restored and will seat 1,600.

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"PLUM DUFF," THE DRUM-HORSE OF THE ROYAL SCOTS GREYS.

THE Drum-horse of the Royal Scots Greys was purchased in Dublin in November, 1885, as a five year old. He got his name, "Plum Duff," on joining the regiment, from his peculiar coat, at that time very dark with numerous white spots. He is still slightly dappled, though he looks quite white as compared with his original appearance. "Plum Duff" is a very great pet with all ranks of the "Greys," who consider him one of the very best horses for his work that the regiment has ever had. Drummer A. E. BOOTH, for his part, has been one of the Scots Greys ever since 1876. His father and an uncle were both "Greys" before him, as Band Sergeant and as Kettle Drummer, and they also served with the famous corps in the Crimea. The regimental marches of the Scots Greys, it is interesting to note, are "The Garb of Old Gaul," and "Highland Laddie."

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THE NAVY & ARMY ILLUSTRATED.

VOL. I.—NO. 11.] *FRIDAY, MAY 15th, 1896.*

Photo. A. DEBENHAM, Southsea.

THE COMMANDER-IN-CHIEF IN THE PACIFIC.

REAR-ADMIRAL H. BURY PALLISER, who has been appointed to the command of the Pacific Station, is in his 56th year. He saw much service in the Russian war, both in the Baltic, and in the Black Sea. Subsequently, Admiral PALLISER was charged with the protection of British interests on the North Coast of Spain during the Carlist war of 1870-71; for which service he received the thanks of the British Ambassador at Madrid. As captain, he commanded the battleship "Edinburgh" in the Mediterranean, was flag captain to the Earl of CLANWILLIAM, when Commander-in-Chief at Portsmouth. and served Commodore in charge at Hong Kong.

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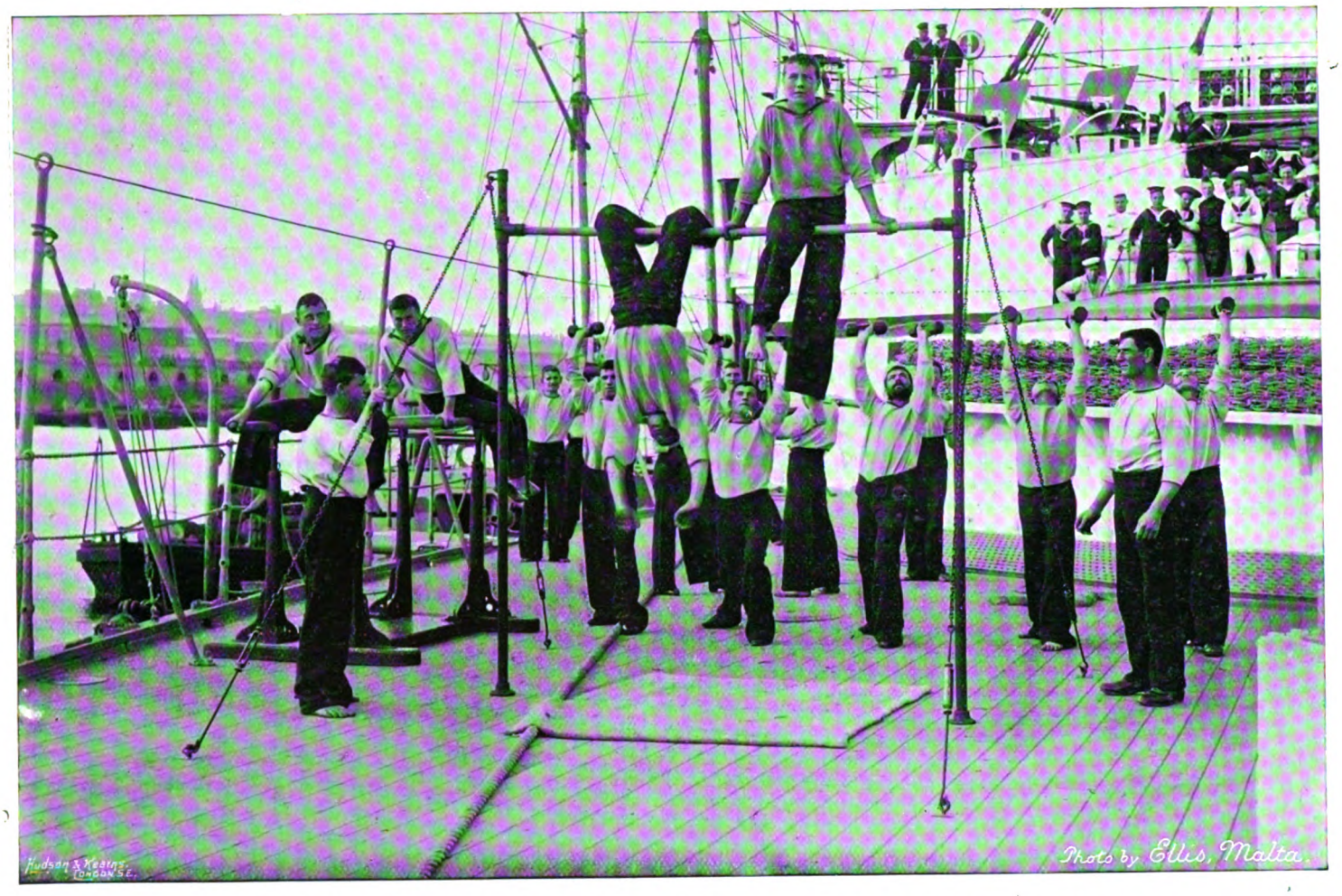

GYMNASTICS ON BOARD THE BATTLESHIP "HOWE."

ALL mastless ships in Her Majesty's Navy are provided with the necessary fixtures for a Gymnasium, in order that Jack, having lost the many exercises aloft of old days, may have some other means of developing his muscles and of keeping them in working order. As a general rule, the horizontal and parallel bars, the clubs, dumb bells, mats and other requisites are kept stowed away, but after evening quarters the word is passed, and in rather less than no time the port side of the quarter-deck or some other convenient place is transformed into a capital Gymnasium. A qualified gymnastic instructor is available, and the average bluejacket makes an exceedingly apt pupil.

INSPECTION OF BAGS AND BEDDING.

HERE we see the operation of inspecting the clothes and bedding of the seamen and marines. Each lieutenant in a ship has charge of a certain number of men, called a "Division," being responsible for the cleanliness and correctness of the uniform of the men under his charge, and inspecting it, assisted by his midshipmen, when he considers necessary. A bluejacket calls his clothes collectively his "bag," from the fact that everything he possesses is kept in a painted canvas bag. His "bag" consists of some twenty articles of clothing, of cloth, serge, duck or drill, cholera belts, comforters, jerseys, brushes for hair, clothes and boots, a box for his private correspondence and cash, and other small items.

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Photo. ELLIS, Malta.

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THE OFFICERS OF THE BATTLESHIP "HOWE," AT MALTA.

HERE we see Captain R. W. STOPFORD of the first-class battleship "Howe," together with his officers of all ranks. The Captain is the white-haired officer shown in the centre of the group in the front row of which he is seated. The photograph was taken at Malta recently, when the "Howe," with the rest of the Mediterranean Fleet, was for the time being in Harbour there. The "Howe," it will be remembered, is the battleship that some four years ago touched on a rock in Ferrol Harbour, and remained in a critical condition for some weeks. She was then at length floated and brought to England to be completely overhauled and repaired at Chatham Dockyard, after which, in November 1893, she proceeded to join the Mediterranean Fleet.

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Photo. ELLIS, Malta. *Copyright.—HUDSON & KEARNS.*

THE STAIRCASE OF ADMIRALTY HOUSE, MALTA.

A CURIOUS and artistic "bit" of old Malta, in its way, is the Staircase at the Admiralty House there, the present official residence of the Commander-in-Chief of the Mediterranean Fleet. What is now Admiralty House was, in the times when the Knights of St. John held sway in Malta, the residence of a high official of the Order, the holder of one of the lucrative Bailiwicks, which were attached to each of the eight "Languages" into which the Order of St. John of Malta was divided. The Bailiff, DON RAYMONDO GONSALVI, who was the last occupant of the residence under the *regime* of the Grand Masters, was dispossessed by BONAPARTE who, at the time of the French occupation in June, 1798, placed the house at the disposal of Bishop LABINI, the head of the Maltese Clergy, for use as a Seminary. Admiralty House is situated in the Strada Mezzodi, off the Strada Reale, and our view of the Staircase shows the main entrance leading to the Admiralty offices and to the Admiral's private apartments.

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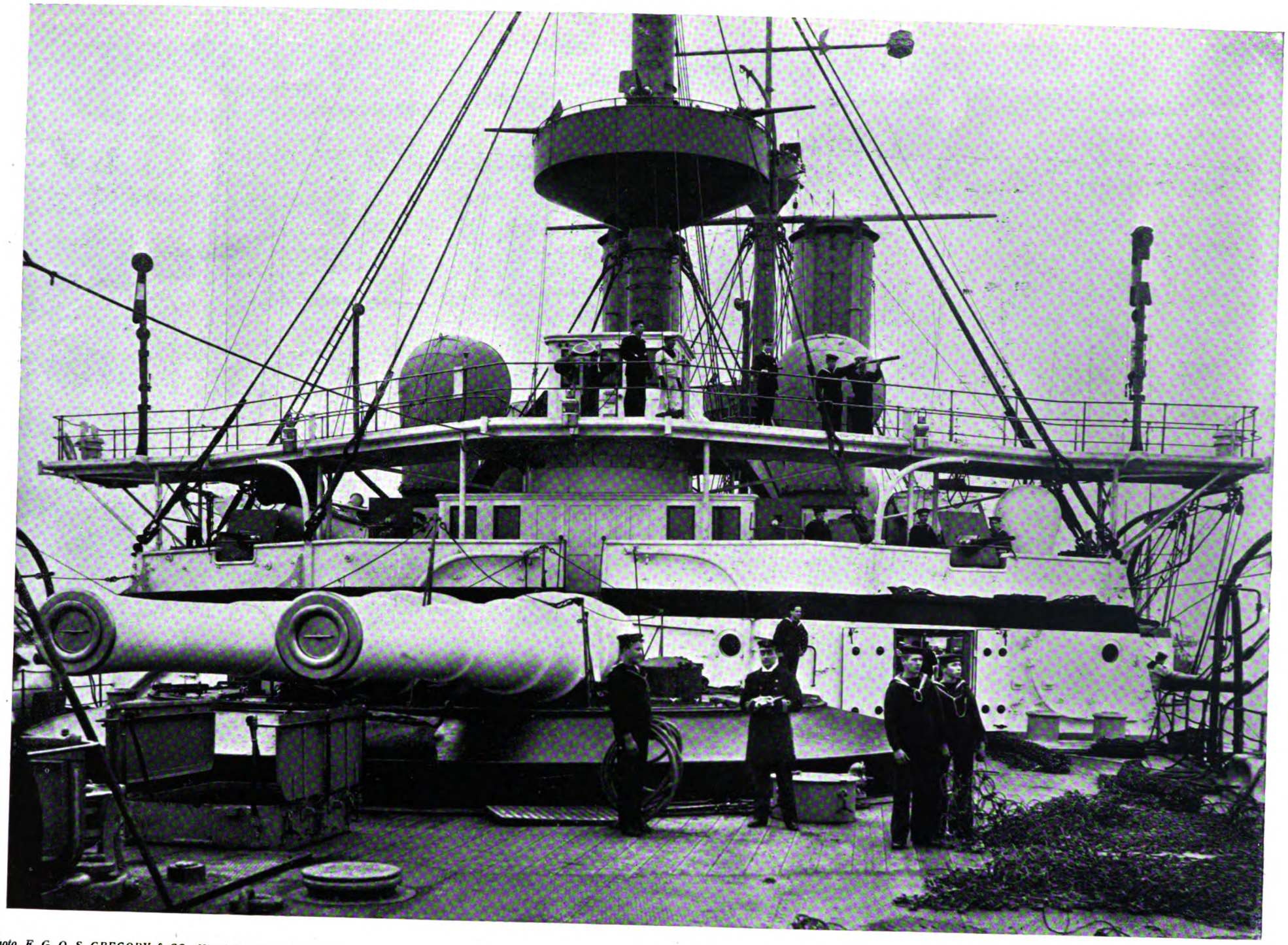

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THE AFTER GUNS AND BARBETTE OF THE "REVENGE."

FIRST of all, when ships began to be constructed of iron, the guns were mounted along each side and fired through the ports, much as in the old sailing Men-of-War. Then the revolving turret was designed and applied in warships, until the turret system quite displaced the broadside system. As an improvement on the turret came the barbette, introduced some ten or twelve years ago, in our "Admiral" class of battleships. In the barbette system the closed-in revolving turret, with embrasures for the guns to fire through, is replaced by a low fixed breastwork over which the guns are trained, entirely in the open and exposed from muzzle to breech. Each of our barbette ships of the "Admiral" and "Royal Sovereign" classes mounts (except the "Benbow" of the "Admiral" class) four 67-ton breech-loading guns, two in the forward barbette and two in the after barbette—weapons of 13½ inches bore, and firing a projectile of 1,250 lbs. weight. Each gun costs over £13,500 to make, and it takes Woolwich Arsenal upwards of a year and a half to turn one out.

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THE STOKERS ON BOARD THE BATTLESHIP "RESOLUTION."

THE Stoker on board a ship of war has a very busy time. Now he is at work in a hot stokehold shovelling coal into a fiery furnace; now he is trimming coal from some awkwardly got at "pocket" or "coal-box" situated under the armoured deck. Then he is doing a turn as "oiler," again in the hot atmosphere of the engine room, or half-smothered in dirt, sweeping sooty boiler tubes, cleaning out the accumulation at the backs of furnaces glowing with heat, scaling boilers, cleansing the bilges, or wiping up slush by the bucketful. This is when he is "on watch." After being mustered and reported "clean," he may turn in, sleep or go on deck for a breath of fresh air.

STOWING AN ANCHOR ON BOARD THE FIRST-CLASS CRUISER "THESEUS."

WE see here one of the anchors being stowed on board ship after being weighed. In a modern war-ship, such as the first-class cruiser "Theseus," the anchors ordinarily rest each on a ledge at the side of the ship, about a third of the ship's length from the bows, nearly abreast of the conning tower Various parties of men have a hand in the operations, each party with their special station—one to see to the chain cable being properly stowed away in its locker; another to see to the coming in of the chain cable through the hawse holes, length by length and shackle by shackle; a third party, whom we see here, on deck to "cat" and "fish" the anchor—that is to get the anchor up, guide it to the derrick, lower it to its resting place, and finally secure it.

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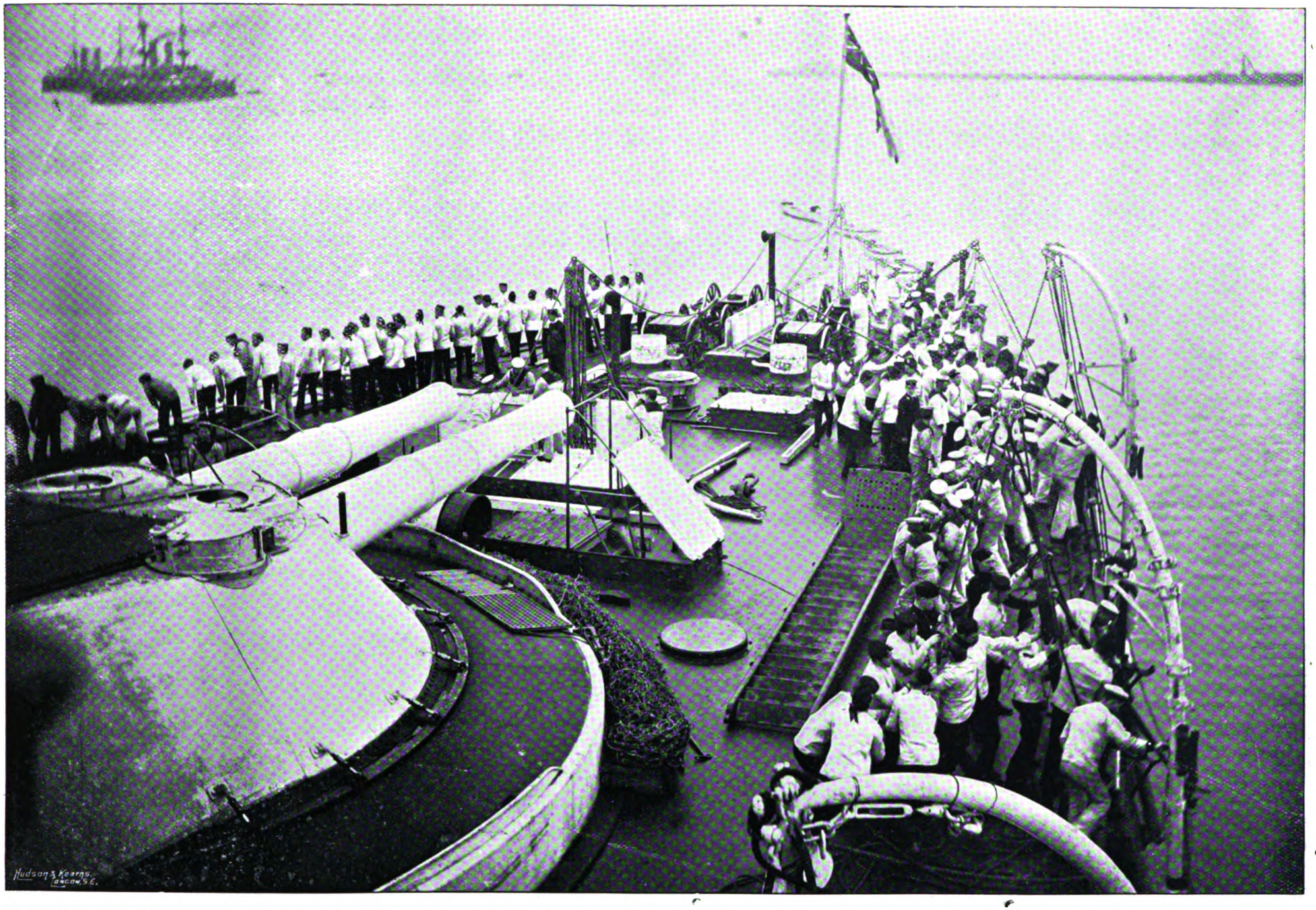

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"CLEARING FOR ACTION" ON BOARD THE "MAGNIFICENT."

ONCE a week at least—every Friday morning—every British ship of war in commission, rehearses as a matter of drill, all the operations and incidents of a ship-to-ship battle; as if in the immediate presence of an enemy. On the bugle sounding the call for "Action" the guns' crews run to their guns and clear them of all encumbrances and of everything in the way of straight shooting; the magazines are opened and dummy cartridges passed up to the guns; the torpedo men make ready their torpedoes; the surgeon and his assistants prepare and lay out everything ready for the wounded; water-tight compartments are closed and all doors shut; and so on. All being ready, another bugle sounds and an imaginary battle begins, the gun batteries drilling, imaginary outbreaks of fire and damage received from hostile shots being attended to, and all contingencies that can be thought of dealt with as though the ship was actually under fire. Here we see the "Magnificent's" men getting the boats' davits and other obstacles out of the way, so as to give a clear range of fire for the two 50-ton guns in the after barbette.

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AT DRILL WITH A 6-inch QUICK-FIRING GUN ON BOARD THE "RESOLUTION."

THE quick-firing gun, with which we see a gun's crew at drill in the battleship "Resolution," was originally designed against torpedo boat attack. The original light breech-loading gun was found to be too slow in its action to be able to keep up an efficient fire on so rapidly moving an object as the torpedo boat, too much time being lost in loading and training between each discharge. In the quick-firing gun metallic cartridge cases are used, simplifying to the utmost degree the operations of loading. Practically the weapon can be fired as fast as the charge and projectile can be slipped into the breech, the mechanism of which, moreover, works automatically, and finally ejects the fired cases—all at the simple movement of a lever. The 6-inch 100-pounder quick-firer, with which the "Resolution's" men are drilling, is the heaviest quick-firer at present used in the British Service, and forms the secondary armament in all our first-class battleships.

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THE COASTGUARD, PAST AND PRESENT,

BY COMMANDER THE HON. HENRY N. SHORE, R.N.

PROBABLY no department of the Government service has undergone a more complete transformation during the brief period of its existence than the Coastguard; though the change has been so gradual as to have passed almost unnoticed. Certainly a more striking contrast could hardly be conceived than that between the smart, active, highly-trained Coastguardsman of to-day, and his rough-and-ready prototype of, say sixty years ago.

But before pushing the comparison any closer, it may be as well to say a few words concerning the origin of the force, for there is a widespread impression that the Coastguardsmen—like the poor—have been always with us. As a matter of fact, compared with the Navy, to which it is now affiliated, the Coastguard is a *parvenu* force, dating no further back than the early part of the century.

The establishment of the Coastguard came about in this wise. When the Napoleonic wars were brought to a close in 1815, by the caging of the master-spirit, Government found leisure once more for home affairs; and, amongst other matters which pressed for urgent settlement was the leakage of revenue caused by the depredations of the smugglers—it was estimated that one half of the spirits consumed in the kingdom paid no duty. The free-trading gentry were so numerous and influential, while the impunity with which they had been enabled to conduct their operations during the war, had bred amongst them a spirit so daring and defiant, that repressive measures of a very drastic nature had to be put in force.

As a foretaste of the spirit in which the Government meant to carry on the struggle for the supremacy of the law, a blockade was immediately established along the coast of Kent and Sussex. The blockade duties were entrusted to the Navy, which now, for the first time, undertook the protection of the revenue on shore—a large force of seamen, set free by the peace, being landed and stationed at intervals along the coast.

And thus was commenced a contest—it might almost be called a war—so violent was the feeling excited by this measure, and so great was the resultant loss of life, which lasted, with but little intermission, for thirty years.

But the blockade, though successful in a way, had the effect of driving the illicit traders further afield; which showed that if smuggling was to be effectively combatted, the evil must be attacked at every point that offered facilities for perpetration. As, however, the expense of extending the blockade round the entire seaboard would probably have exceeded the depredations on the revenue, which the measure was intended to check, a modified system of blockade was adopted—boat's crews were landed from the revenue cutters at all the most notorious smuggling centres, and as soon as the good effects of this step began to manifest themselves the system was gradually extended all round the coast. From these humble beginnings may be traced, through a series of gradations, the evolution of the modern Coastguard.

This new system, under the title of "Preventive Water Guard," came into being almost concurrently with the coast blockade, but for some years after it was still regarded as a tentative measure. It could hardly be otherwise, seeing that the premier service—the coast blockade—was organised and disciplined as a naval force, under the Admiralty, while the Water Guard was under the jurisdiction of the Customs. The existence of two distinct preventive services, under different heads, was an anomalous state of things that was bound to come to an end, and yet fifteen years elapsed before any settlement was arrived at. As, however, many grave defects had in the meanwhile discovered themselves in the coast blockade, while the rival system had proved its superior adaptability to the circumstances of the time, it was at length decided that the whole of the forces entrusted with the protection of the revenue should be amalgamated under a single head, and re-organised on a definite system.

This resolution was given effect to in 1831, when the coast blockade was withdrawn, and its place taken by the "civilian" force, as the other was called, which now, under the title—for the first time assumed—of Coastguard, was remodelled and greatly expanded, the adminstration being vested in the hands of naval officers, acting under the Board of Customs.

As this amalgamation of the forces marks an epoch in the history of the Coastguard, it is fitting that we should try and make out what manner of man the protector of the revenue in the year 1831 really was. And here it must be premised that a force which has changed masters no less than four times in eighty years must necessarily suffer in the matter of records and such other data as supply materials for the compilation of history. Each transfer seems moreover to have been the signal for a display of misplaced energy in the shape of "book-burnings," by which many interesting particulars relating to the force have been consigned to an unmerited oblivion. Consequently the would-be historian is driven to other founts of knowledge—old Coastguardsmen, and those quaint depositories of unofficial lore, the "ancients" of our villages, whose recollections of the dim and misty past are often singularly vivid.

Speaking generally, the "crews" of that period were a scratch lot for although, according to the regulations, entries were confined to the seafaring class, there were back doors through which all sorts and conditions of men crept in. Thus, members of parliament, as was meet and fitting, possessed quite occult powers of overcoming official scruples on this head; even gentlemen's valets found an *entrée* when their masters had no further use for them. "I've seen chaps get into a boat who didn't know the bow from the starn, and could no more handle an oar than fly," said an old Coastguardsman to the writer. No wonder the smugglers thought small beer of the "prewentiveman" of the period, and chuckled when they saw a boat's crew thus composed giving chase. Scholarship seems to have been little considered, even in the selection of officers sometimes when it stood in the way of merit. Thus, an admiral who was deeply impressed with the services his coxswain had rendered to the State, brought the man's claims so forcibly before the Board of Customs, that he was at once placed in command of a station. It was afterwards discovered that the "officer" could hardly scrawl his own name. But then, of course, as every naval officer is aware, an admiral's or even a captain's coxswain, has immense claims on the State after his patron has done with him.

Doubts have even been cast on the probity of the force, but when the influences that were brought to bear on the men by the smugglers are considered, it is no wonder that some of the weaker brethren succumbed to temptation. Even "petticoat influence" was brought into play. Thus, an old

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official order speaks of "the attempt to corrupt our men through the medium of females." Not without interest either is an old smuggler's opinion—"You see, sir, it was like this, smuggling would never have gone on as long as it did, if it hadn't been that some on 'em wasn't above taking a bribe."

Under the conditions of entry that then existed, such discipline, drill, and training in the use of arms as was needed had to be acquired after enlistment. Drill was usually taught by old soldiers who went the rounds of the stations; but the knowledge acquired was exceedingly rudimentary, and it is the writer's belief that if statistics were forthcoming we should find that as many Coastguardsmen were hurt by the accidental discharge of their own weapons as by the smugglers.

We hear a great deal now-a-days of the long hours of railway men and others, but the instances that are quoted seem mere child's-play compared with what a Coastguardsman went through in the old days,—night work too, nearly all of it. Every evening at dusk, all the year round, the crews were assembled in the watchroom, equipped with pistol and cutlass, sometimes a musket and bayonet was added, and after the orders had been read out the men were marched off to the shore, where they remained till daylight next morning. The only break in the monotony of the night's vigil was the occasional visit of the officer, or an exchange of "guard." Nevertheless, the Coastguardsman of that day carried his life in his hand: the slightest relaxation of vigilance might entail a knock on the head, or the risk of being ruthlessly shot down by a band of "hired assassins," for a landing might take place at any moment—with its sudden rush of "batsmen" and "tub-carriers," who were not over scrupulous in their treatment of people who impeded their operations. On the Kent and Sussex shore the smugglers were accustomed to come down in parties of 100 or more, under cover of "fighting gangs," carrying fire-arms, and unless the patrols were quickly reinforced would drive them from the beach. On these occasions some desperate encounters took place, resulting in heavy loss of life. Many an old Coastguardsman has confided in the writer that before going on night duty he always said good-bye to his wife and family—not knowing whether he would come home alive again next morning. "It was killing work," is the verdict of nearly all who served in those days; and certainly when we come to realise what it all meant—16 hours on the stretch, night after night, fair weather and foul, on an open beach, all through the winter months, with but an occasional "spell-off," perhaps one night out of ten, and the ever-present chance of being shot, why we may safely aver that a Coastguardsman's life in the old days was by no means all beer and skittles.

And yet, with all its defects, the old service produced some splendid men, who rendered invaluable service to their country at the time of the Russian war. I know one Coastguard family that contributed six members to the Fleet, all brothers, who were serving at one and the same time. Four were living until quite recently—fine specimens of manhood, who rose to responsible posts in the Coastguard service before retiring on pension. As a sample of the spirit that animated the men, take the following:—"It was six o'clock in the morning when I got my orders to embark for the war, and although my first child had only just been born, I didn't try to stay behind: and what's more," added the old man—then in his 79th year, with fire in his eye, "if I was ordered again to-morrow, I'd go, I've that much spirit left in me yet!"

As years rolled by, and the smuggler became a less common object of the sea-shore, so the idea of utilising the Coastguard as a reserve for the Fleet grew in importance, until in 1860, it took permanent shape in the absorption of the force into the Navy, of which it is now a mere department, and from whence, practically, it draws the whole of its personnel.

The altered conception of the *rôle* of the Coastguard which thus grew up, was attended with a corresponding change in the duties of the force, which now assumed a dual capacity, the duties ranging themselves roughly under two headings, Civil and Naval. The civil duties comprise first of all the protection of the revenue; for this, be it observed, is still held to constitute the *raison d'être* of the Coastguard, as implied by its title, though the name has a very much wider meaning than was dreamed of in the philosophy of those who first conferred the title. The coast has still to be watched at night, but more with a view to the quick discovery of shipping casualties than interference with the operations of smugglers: and to the watchfulness of the Coastguard is largely due the excellent results which attend the life-salvage organizations round our coasts: besides which the crews have entire charge of the rocket apparatus, and they help to man the lifeboats when volunteers are not forthcoming in sufficient numbers. Now-a-days the Coastguards are the police of the coasts: they take charge of all wrecked property, enforce the fishery laws, and perform many "unofficial" duties for local authorities who invariably turn to the ever-ready and willing Coastguard when in want of intelligent help.

But if the civil duties constitute the *raison d'être* of the force there can be no doubt that in view of its *rôle* as a reserve, the drill, training and discipline of the men is gradually assuming a position of paramount importance; and as such engages the most earnest attention of the Admiralty. Hence the importance that attaches to the embarkation of the men, every year, in the ships of the Reserve Fleet, where they are afforded every opportunity of rubbing up their gunnery and torpedo knowledge, and keeping in touch with the ever-changing conditions of naval life and warfare.

There is one department of Coastguard duty on shore which is little appreciated, because almost unknown to the public—the drill and training of the Royal Naval Reserve, which is carried out under the supervision of the chief officers at the various drill batteries which dot the coast. These officers are all men of high ability and intelligence, who have worked their way up through the various grades of the Naval and Coastguard service, and constitute a body of men whose value the country, and even the Naval service, but faintly realises. If the responsibilities attaching to the position and duties of a chief officer on shore were more fully understood by the officers of the Fleet, we should be spared the absurd spectacle which has sometimes been witnessed of these officers being told off for duties which are usually performed by boys fresh from the "Britannia."

Taking a general survey of the modern Coastguard, there can be no doubt that it constitutes a reserve force of the utmost value, and of which any nation might be proud, comprising as it does, within its ranks, by far the most capable, intelligent, and valuable all-round men in the service of the Crown. Those officers who know the force will, I feel sure, endorse the following encomium which was passed on it by an officer of high rank, on giving up the command many years ago:—"I believe that Her Majesty has not a more respectable body of officers and men in her dominions. And should the hour of trial ever arrive, I am convinced that Her Majesty may securely rely upon the loyal efforts of the Coastguard to aid in any operations, offensive and defensive, which shall be undertaken for the protection of the country."

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STANDARDS OF THE BRITISH CAVALRY,

BY MAJOR R. HOLDEN, 4th Battalion Worcestershire Regiment.

THERE are people who ask, what is the use of a flag to the cavalry? Is it not a mere piece of silk? I think it is impossible for anybody who has at all attempted to realize to himself the feelings and duties of a British soldier, not to know that the flag, or rather standard, as it is called in the cavalry, is not simply a piece of silk. It is a symbol which connects the soldier with the past, which reminds him of his duties in the present, and has a connection with his aspirations for the future. The associations which cluster round the cavalry standard are no mere idle sentiments. They speak of the heroism and the toil of generations of British soldiers. They tell of blood lavishly spilt on the field of battle, and of the silent sufferings of the soldier; his privations and hardships, his patient endurance of the extremes of heat and cold, shipwreck, famine, raging thirst, and disease.

The cavalry flag is of great antiquity. Its use in large armies was to distinguish the troops of different nations, and in smaller bodies to discover the position of the Commander, and it served as a rallying point when threatened with danger. The soldiers swore fidelity to it, treated it with great reverence, and looked to it for comfort and support.

In the days of chivalry a bewildering variety of flags and banners was displayed upon the field of battle. By and by five different kinds, each representing a certain degree of military rank were generally recognized throughout Christendom. Of these, two survive to this day in the cavalry of the British Army. The banner, which was small and quadrangular, like the present cavalry standard, was the distinguishing flag of the Knight-Banneret, and was carried among his troops. The pennon became that of the Knight-Bachelor, and was borne among his followers; in figure and size it resembled the banner, with the addition of a triangular point, and was similar to what Dragoon regiments now carry. Both the banner and the pennon had the armorial bearings of their owners embroidered on them, much in the manner that the banners attached to the bagpipes of Scottish regiments bear the crests and arms of the captains of the companies to which the pipers belong. When for some distinguished service the Knight-Bachelor was promoted to the dignity of a Knight-Banneret, it was performed on the field of battle, often by cutting or tearing off the point of the pennon, and thereby rendering it square. The title of Knight-Banneret seems to have been laid aside from the commencement of the sixteenth century, though there are a few instances on record of a later date. The Royalist officer who rescued the King's standard at the battle of Egehill in 1642, was made a Banneret by Charles I. During a period of the action, when the Royalist cavalry imprudently proceeded too far in their pursuit of the Parliamentary troopers and had left the King almost unattended, Sir Edward Verney, the Standard Bearer, was slain and the trophy carried off. A gallant Cavalier, fired by this disgrace, singled out the proud possessor of the standard, and despite the great odds against him, recaptured it and brought it back in triumph to his Royal master. We hear no more of the title of Knight-Banneret until, in July, 1743, it was conferred on several English officers upon the field of Dettingen.

One can well imagine what an imposing effect the mediæval armies produced when assembled in the field with their numerous banners and pennons. The institution of standing armies did not at first occasion much change in this profusion of flags. But in course of time an alteration took place in the number of men composing each troop of cavalry, and in the banners which they carried. At the Restoration, from which period the standing army of England dates its origin, the cavalry standards were subjected to regulations more in accordance with those of modern days. The junior grade of subaltern officer was styled cornet. The spanish for a broad pendant is "corneta," as the French is "cornette," and in both languages the words stand for a cornet of horse. At that time each troop of cavalry had its own colour or standard, and it is a curious illustration of adhesion to first patterns that one of the standards carried in our cavalry is to this day a curtailed form of broad pendant, in fact, *cornet* or *horn*-shaped. The officer whose duty it was to carry the "corneta," derived his title from his duty, and as there was a standard to each troop so there was a standard-bearer or cornet. The title of cornet remained common to the whole grade of junior subalterns in the British cavalry until 1871; they are now known as second lieutenants. In addition to the rank of cornet, subaltern officers of Dragoon regiments, which were a species of mounted infantry, were in the sixteenth century known as Guidons (guidhommes), and they carried a swallow-tailed flag of damask, fringed, and narrowed towards the end, which was divided with a slit into two peaks. Their descendants, the Dragoon regiments of to-day, carry a similar flag, officially styled a guidon. The rank of guidon disappeared from the Army in 1788.

When the King reviewed the Army on Putney Heath, in 1685, particular note was made of the standards carried by the cavalry. Each troop still bore a standard, and in the case of the Horse Guards and the Royal Regiment of Dragoons, each troop had its own particular badge on its standard.

Carrying a standard on the battle field was always considered a post of distinction, and its preservation from capture has ever been deemed a prominent point of martial honour. It was so considered among the Romans, and it is so still by even the most advanced of modern nations. In no army in the world is it more noticeable than in that of Great Britain. Indeed such is the feeling of loyalty and honour prevailing amongst the various classes of soldiers which serve the Queen and her Empire at home and abroad, that there are few from the Commander-in-Chief to the humblest little trumpeter or drummer boy who would not sacrifice their lives to prevent the standards or colours of their regiments falling into the hands of the nation's enemies. There are numerous instances of devotion in saving the Queen's standards which are worthy of being recorded.

At Dettingen in 1743, the King's Own Regiment of Dragoons, now the 3rd Hussars, encountered nine squadrons of Household Cavalry, the *élite* of the French Army. They charged these celebrated horsemen with astonishing valour, and though overmatched by numbers and nearly surrounded by enemies, the "King's Own" were seen nobly contending for victory and mingled in close fight with their antagonists, the swift motion of their glittering sabres showing with what vehemence the gallant troopers fought for the honour of their King and country. They cut through their renowned opponents three times, but their loss was great. Of the three cornets who bore the standards, two were wounded and the third had two horses killed under him. The standards

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were totally destroyed by shot and sabre-cuts, and one of them was only preserved from capture by the heroism of a private in the regiment, named Thomas Brown, a Yorkshire man. This gallant soldier, on the cornet's receiving a wound in the wrist, and dropping the standard, attempted to dismount in order to recover it, but in so doing lost two fingers of his bridle-hand by a sabre cut, and his horse ran away with him to the rear of the French lines. Whilst endeavouring to regain his regiment he perceived the standard, which the French had succeeded in capturing by overwhelming numbers, in the custody of a *gendarme*, who was conveying it to the rear. This man he attacked and killed, caught the standard as it fell, and fixing it between his leg and the saddle, succeeded in cutting his way back through the ranks of the enemy. But he received in so doing, seven wounds in his head, face and body, and three bullets passed through his hat.

In the same battle, Ligonier's Horse, now the 7th Dragoon Guards, were surrounded by French cavalry, and threatened with destruction. But a British shout was heard, the circling crowd of French horsemen was rent, and Ligonier's men, with a gallant effort, broke through the throng and regained their own lines. Cornet Richardson, who carried one of the standards, was surrounded, but he refused to surrender, and received upwards of thirty sabre cuts and shots on his body and through his clothes. His standard and standard lance were also much damaged, but he saved the standard which is still religiously preserved in the officers' mess of the regiment, now at Norwich.

At Fontenoy, two years later, one of the standards of the Scots Greys was borne by Sir William Erskine, then a young cornet of sixteen. His father, the Lieutenant-Colonel of the regiment, to test his honour, tied the standard to his son's right leg, and said, "Go, and take care of this; let me not see you separate, for if you return alive, you must produce this standard." After the battle the boy cornet, who had borne himself nobly throughout the day, rode up to his father, and proudly displayed the standard tight and fast, as in the morning.

One more instance. At Rousbech, in the Netherlands, in 1794, trooper Maneely, of the King's Royal Irish Light Dragoons, now the 8th Hussars, received several severe wounds and had his horse killed under him in defence of a standard of his regiment. When his strength began to fail him from loss of blood, he managed to bury the standard on the field before he fainted and was taken prisoner. The same feeling of devotion has always characterized our native cavalry in India. At a critical period in the battle of Chillianwalla, in 1849, when the standards of the late 6th Bengal Light Cavalry were in danger of capture, a brave Jemadar of the regiment secured his standard to his body for greater precaution; and many a Sikh horseman bit the dust before the old soldier rolled from his horse dead. The Havildar-Major then attempted to unfasten the flag from the body of the faithful Jemadar, and in so doing was vigorously attacked by the furious Sikhs, who overpowered him and rode off with the trophy.

In the middle of last century the King's or first standard of each regiment was crimson, and the second and third were of the colour of the regiment's facings. Nothing important in their history is recorded until the Peninsular War, during the earlier phases of which most cavalry regiments carried their standards in the field. But after 1812 a great change came over the old historic flags. Since that period they do not appear to have figured any more at the head of our squadrons in European warfare. It will no doubt surprise those who are accustomed to take their information from the efforts of our artists to depict the crowning victory of Waterloo, and who have been so often rendered familiar with the cavalry standard waving through the battle-smoke, to learn that the chivalrous guidon was conspicuous by its absence on that eventful day. Probably the last guidons which were carried on active service, and are still in existence, are to be found in the interesting museum of the Royal United Service Institution at Whitehall. They are five of the guidons of the old 23rd Light Dragoons, which led the regiment in its celebrated charge at Talavera in 1809. Napier tells us that the 23rd, with the 1st German Hussars, starting at a canter and increasing their speed as they advanced, rode headlong against the enemy; but in a few moments came upon the brink of a hollow cleft, which was not perceptible at a distance. The French, throwing themselves into squares, opened their fire; and the experienced commanding officer of the German Hussars promptly reined up at the brink, exclaiming, in his broken phrase, "I vill not kill my young mens!" But in the 23rd the English blood was hot, and the regiment plunged down without a check, men and horses rolling over each other in dreadful confusion. The survivors, still untamed, mounted the opposite bank by twos and threes, and passing through the midst of the enemy's columns, which poured in a fire from each side, fell with inexpressible violence upon a brigade of French Chasseurs in the rear. The combat was fierce, but short, for fresh French troops came up when the 23rd, already overmatched, could scarcely hold up against the Chasseurs. Two hundred and seven men and officers, or about half the number that went into action, were killed or taken, but five of the guidons were saved.

It is scarcely necessary to notice the various technical changes which have affected cavalry standards since that period. Lancers and Hussars no longer carry standards, but bear their badges and devices on their appointments. Since 1859, each regiment of cavalry of the line has displayed a single standard only. In regiments of Dragoon Guards it is a "standard" of crimson silken damask, and in Dragoons it is a crimson silk "guidon." But each of the three regiments of Household Cavalry, carries four standards, one Queen's, and three Regimental; and the Royal Horse Guards, or Blues, have an additional crimson silk standard of honour, presented by William IV. in 1832. Since 1822 the standards and guidons have been carried by non-commisioned officers. Unlike the colours of infantry, those of the cavalry are never consecrated, nor is any ceremony observed in their presentation. The Army Clothing Department supplies the Household Cavalry with new standards every four years; the Dragoon Guards and Dragoons have to make theirs last twenty years. But though cavalry standards are shorn of much of the ceremony and glory which is associated with the colours of the infantry, they are ordered to be saluted with the highest honours when uncased, and are held in proud estimation in their regiments.

Those utilitarian philosophers who seek to reduce everything to its mere hard meaning very often miss those feelings and motives by which the heart of mankind is really stirred and moved. It is impossible for anybody who really reflects on what is symbolized by the British flag not to feel that his heart beats more quickly and his pulse more firmly when he reflects on the associations which that standard conjures up. We know that where the British flag flies and the British soldier serves, oppression and tyranny can never put their foot. We know that where it floats freedom and justice will be found. We know that the standard is associated with the deeds of our bravest cavalry men, with the proudest incidents of our history; and every soldier, when he sees the flag under which he serves, must have his imagination kindled, and must resolve to discharge his duty to his Queen and his country more fervently than he has ever done before.

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THE COLONEL COMMANDANT OF THE "QUEEN'S WESTMINSTERS."

COLONEL SIR CHARLES HOWARD VINCENT has commanded the "Queen's Westminsters" ever since the year 1884, coming to the regiment after having already seen elsewhere much more of military service than usually falls to a Volunteer Commanding Officer's lot. He was trained in the Royal Welsh Fusiliers, in which distinguished regiment he served for five years with the colours as a subaltern. After that he did duty for two years with the Royal Berks Militia, and then for another three years as Lieutenant-Colonel he commanded the Central London Rangers, the 22nd Middlesex Volunteers. In addition, there is hardly a European army of which Sir HOWARD VINCENT has not had some experience. He was born in 1849 and is an "Old Boy" of Westminster School. He is a Companion of the Bath.

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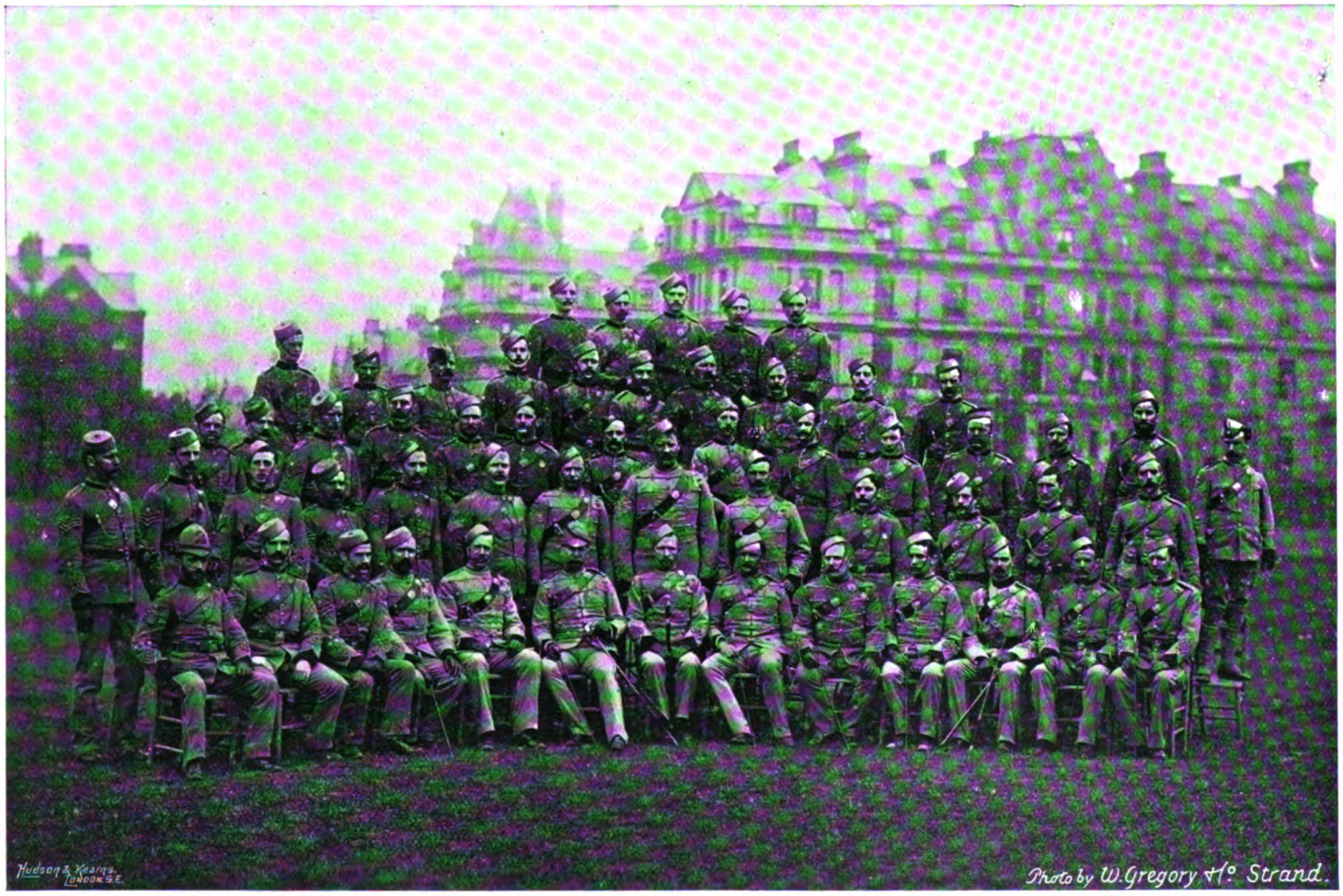
THE OFFICERS OF THE "QUEEN'S WESTMINSTERS."

IN its Officers, the "Queen's Westminsters" is one of the most favoured of Volunteer Corps. The rolls contain many names that are widely known, and held in high consideration—two Grosvenors, a Major and a Second Lieutenant; two Comerfords, one the Lieutenant-Colonel and the other a Lieutenant; a Trollope, the senior Major; a De Castro; a Stephenson; two Roses; two Probyns; a Loder; a Canning; a Lambert. Every officer under field rank has graduated at the School of Instruction and bears the "P.S." after his name in the official Army List. The Colonel of the Corps is the DUKE OF WESTMINSTER, and the Adjutant is Major HUBERT LEIGH of the "King's Royal Rifle Corps."



THE NON-COMMISSIONED OFFICERS OF THE "QUEEN'S WESTMINSTERS."

NO Officer at the head of a battalion in all the Queen's land forces is better served than the Commandant of the "Queen's Westminsters" is by the warrant and non-commissioned officers of that corps From Sergeant-Major PHILIPS and Quarter-master Sergeant BELLERBY, of the permanent staff, and Volunteer Sergeant JORDAN, downwards, the tuition and training of the regiment could be in no more capable hands. Among the non-commissioned officers of the "Queen's Westminsters" are men whose names for skill with the rifle are widely familiar—men such as Sergeants FULTON and SPENCER.

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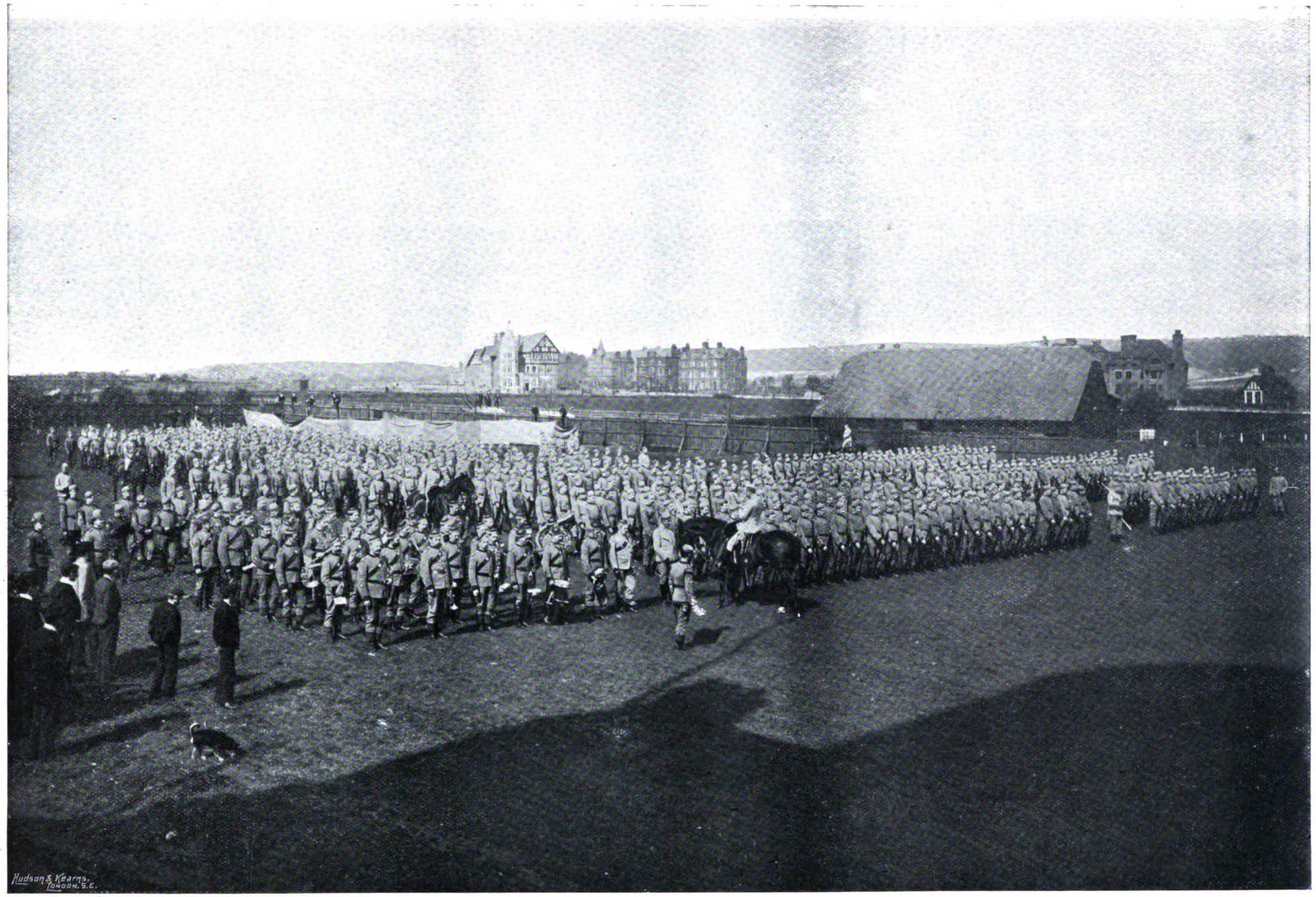

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THE "QUEEN'S WESTMINSTERS' AT MORNING PRAYERS AT SHORNCLIFFE ON GOOD FRIDAY.

HERE we have a photograph of the officers and men of the "Queen's Westminsters"—their official designation is the 13th (Queen's) Middlesex Rifles—at morning prayers in Shorncliffe Camp last Good Friday. The complete establishment of the Corps is 1,200 rank and file, of which number some nine hundred and more were present this year at the Easter Manœuvres. The "Queen's Westminsters" are a regiment which never wants for recruits, being just now even in "danger" of being over-manned. More men, in fact, are coming forward than the drill-hall at the spacious head-quarters of the Corps in James Street, Westminster, can well accommodate, in spite of the strict conditions of admission as regards eye sight examination, a four years' engagement, and entrance fee. The uniform of the regiment is grey, with red facings.

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Pipe-Major REITH and Corporal-Piper REITH of the LONDON SCOTTISH.

EVERY Londoner and every visitor to London knows the famous London Scottish, the 7th Middlesex Rifle Volunteers, one of the regiments raised in July, 1859, at the time of the "Invasion scare" of that year. They were first raised among the "Scottish residents in London and its neighbourhood," and are still mainly recruited from the original source. The commanding officer of the regiment is Colonel EUSTACE BALFOUR, a brother of the First Lord of the Treasury, and the corps muster between nine hundred and a thousand of all ranks, men of physique, bearing and soldierly qualities that are the admiration of all who have been brought into contact with them. Their uniform is grey with blue facings.

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THE MACHINE GUN DETACHMENT OF THE 3rd BATTALION KING'S ROYAL RIFLES.

UNDER the mobilization scheme for Home defence a machine gun detachment is attached to every Brigade of Infantry, which detachment is drawn from the men of one Battalion of the four, which together constitute the Brigade. Each machine gun detachment consists of one officer, one sergeant, and thirteen men, and is provided with two guns, each drawn by one horse, and two two-horse carts. The men of the detachment are borne in excess of the ordinary field establishment of the Battalion. Our photograph shows the detachment and the two Maxim guns belonging to the 3rd Battalion of the King's Royal Rifle Corps (the old 60th Rifles), now stationed at Shorncliffe Camp, and belonging to Sir WILLIAM BUTLER'S command, the South-Eastern District.

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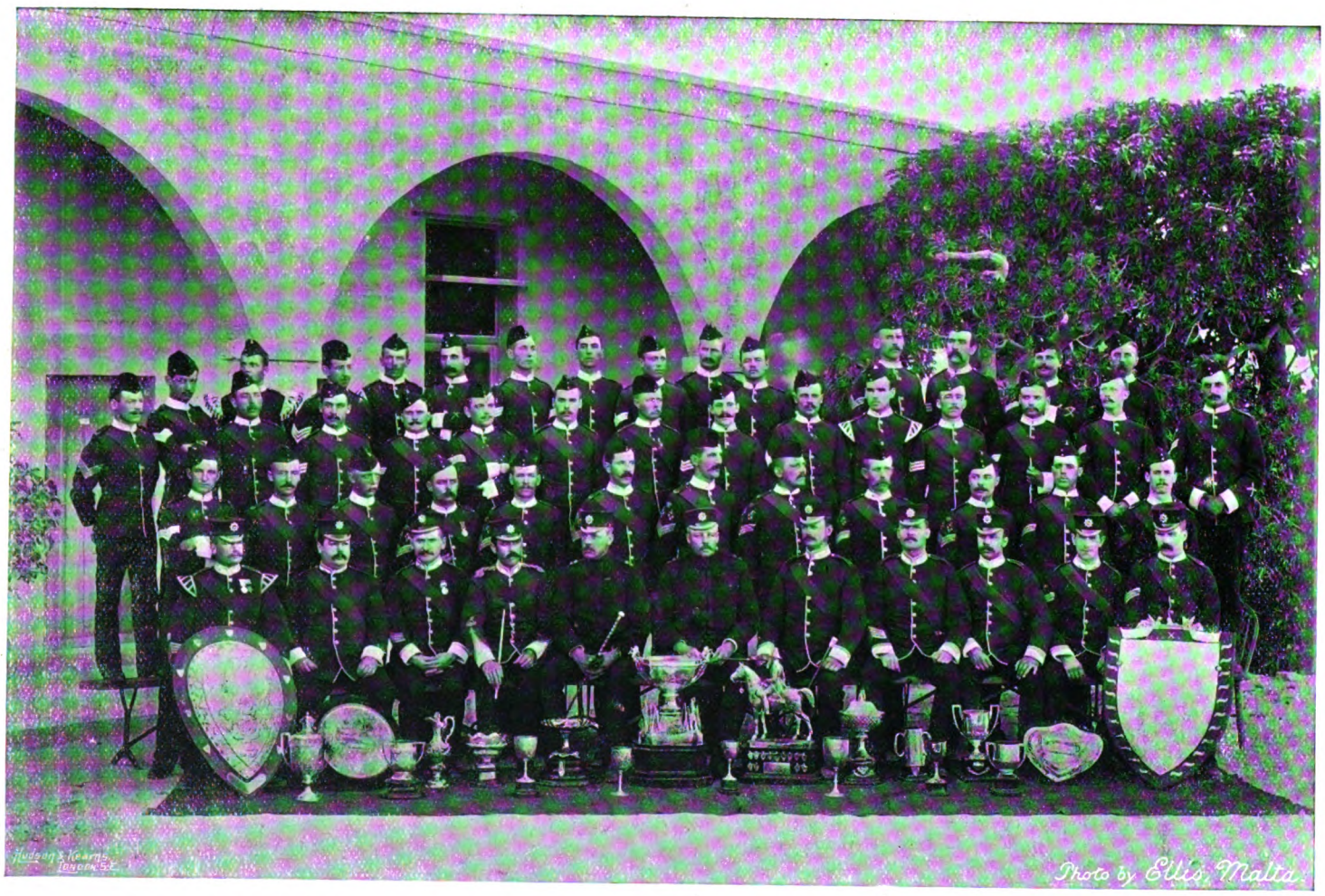
THE OFFICERS OF THE LINCOLNSHIRE REGIMENT.

OUR photograph shows the officers of the two battalions of the Lincolnshire Regiment, the old 10th Foot, taken at Malta last year on board the hired transport "Jumna." The two battalions met at Malta, the 1st Battalion being at the time in garrison there, while the 2nd Battalion was on board ship on its way from Singapore home to England. The occasion is, in its way, of particular interest, for in these days, when it is a rule of the Service for the battalions of regiments to be always stationed apart, one battalion at home and the other abroad, such an event as the meeting of the entire regiment can but rarely occur. Our photograph is therefore the record of an historic incident.



NON-COMMISSIONED OFFICERS OF THE LINCOLNSHIRE REGIMENT.

HERE we see a group of the Non-Commissioned Officers of the Lincolnshire Regiment—the Sergeants, a grade, which as a corporate body, has been termed the "backbone of the Army." The group was taken quite recently at Malta, where the 1st Battalion is quartered. The opportunity was taken advantage of for displaying the cups and trophies won by or presented to the 1st Lincolnshire, which, with other valued possessions, are kept with the officers' mess plate as regimental property.

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Photo. ELLIS, Malta.

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THE 1st BATTALION LINCOLNSHIRE REGIMENT ON PARADE AT THE MAIN GUARD, MALTA.

THE Lincolnshire Regiment, of which the 1st Battalion is here shown on parade on Palace Square, Malta, in front of the Guard Room at one of the monthly parades for "trooping the colour," usual at Malta, is one of the oldest regiments in the Queen's Army. It was first embodied as an organized military force in 1685, and has seen much war service: in its earlier days in the battles of William the Third in Flanders, and with Marlborough at Blenheim, Ramillies, Oudenarde, Malplaquet; and later, in the Egyptian Campaign of 1801, throughout the Peninsular War, at Sobraon and Goojerat, and in the Indian Mutiny. Lieut.-Colonel THOMAS EDWARD VERNER commands the 1st Battalion, and Lieut.-Colonel HENRY ROBERT ROBERTS the 2nd. The Colonel of the Regiment is Lieut.-General Sir J. R. GLYN, K.C.B. The uniform of the Lincolnshire Regiment is scarlet, with white facings. Above the entrance to the Main Guard, as shown in our illustration, is a Latin inscription to the effect that "The Love of the Maltese and the Voice of Europe confirm these Islands to Great and Invincible Britain, A.D. 1814."

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OFFICERS OF THE ALDERSHOT DIVISION.

OUR portrait group of officers serving under the DUKE OF CONNAUGHT, at Aldershot, was taken on the occasion of the Presentation of Colours by the DUCHESS OF CONNAUGHT to the 1st Battalion of the Royal Scots Fusiliers. The general officer, with feathers in his cocked hat, shown in the immediate foreground, with his horse's head outside the limits of the picture, is Major-General H. M. BENGOUGH, C.B., commanding the 1st Infantry Brigade of the Aldershot Division. The other officer wearing feathers in his cocked hat, shown on the left of the picture as the reader looks at it, is General BENGOUGH'S Brigade Major, Captain T. D'O. SNOW. The three officers wearing the Aide-de-camp's plume in their cocked hats, are the DUKE OF CONNAUGHT'S three A.D.C.'s—Captain LORD BINGHAM, of the Rifle Brigade (shown speaking with Captain SNOW), Captain GODFREY (shown with his hand raised to his head), and Captain BLUNT, of the Royal Artillery.

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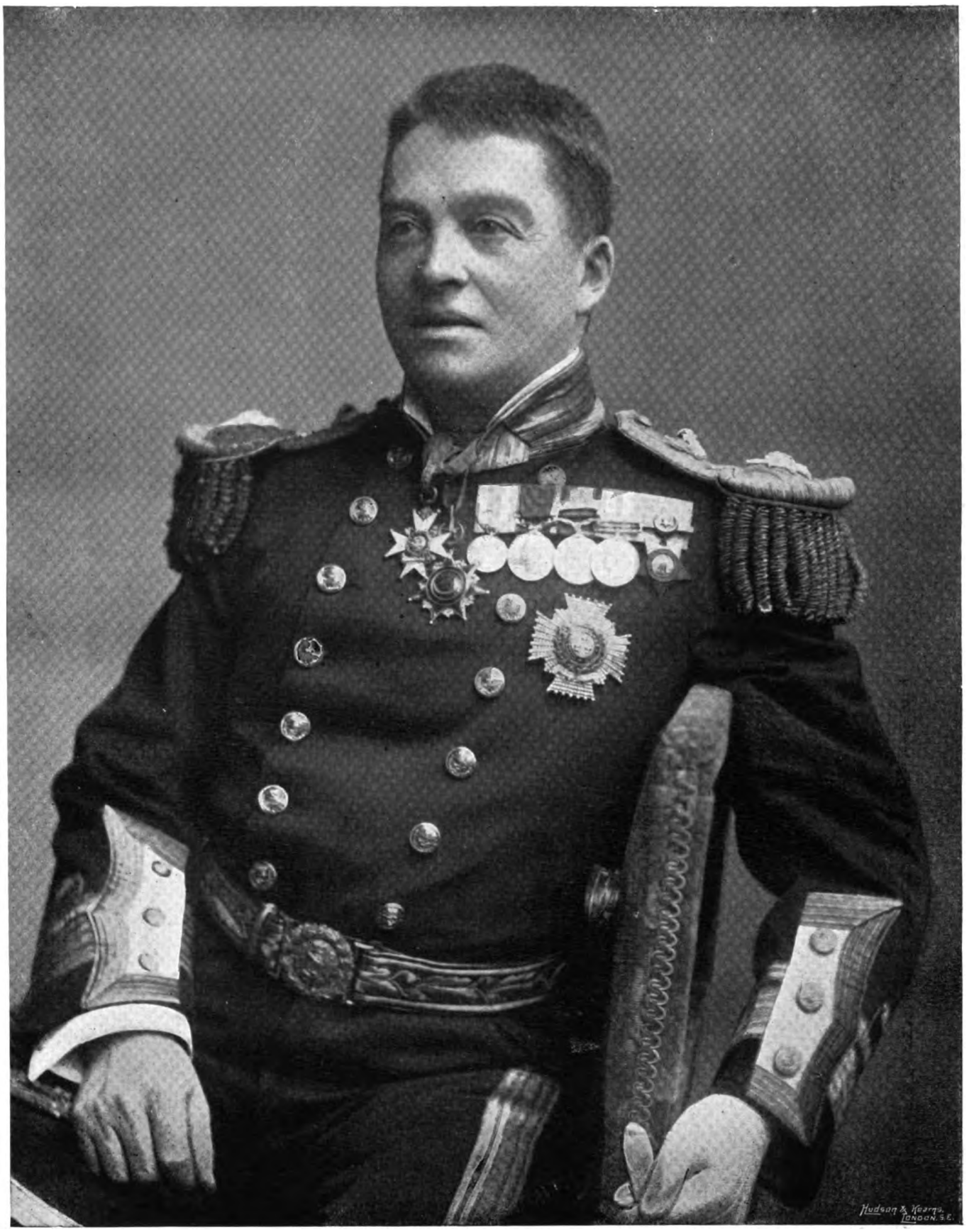

Photo. by WINDOW & GROVE, Baker Street.

Vice-Admiral Sir JOHN ARBUTHNOT FISHER, K.C.B

ONE of the most fortunate of officers in the Navy, "JACK" FISHER has thoroughly earned his good fortune, for he has climbed the ladder by sheer hard work. With gunnery as his speciality, he had made his mark as an organiser and administrator before he mounted the Commander's stripes. It fell to him to command the "Inflexible," at that time the most powerful warship in the world, at the bombardment of Alexandria, and after the fight, to command the Naval Brigade, landed to occupy the city. The widely celebrated "ironclad train" was devised and adopted and commanded by Captain FISHER, as he then was. From 1887 to 1890 he was Director of Naval Ordnance and Torpedoes, and from 1891 to 1892 Admiral Superintendent of Portsmouth Dockyard, whence, in February, 1892, he returned to the Admiralty as Comptroller of the Navy. Sir JOHN FISHER, who was advanced to Flag rank in 1890, was made Vice-Admiral quite recently.

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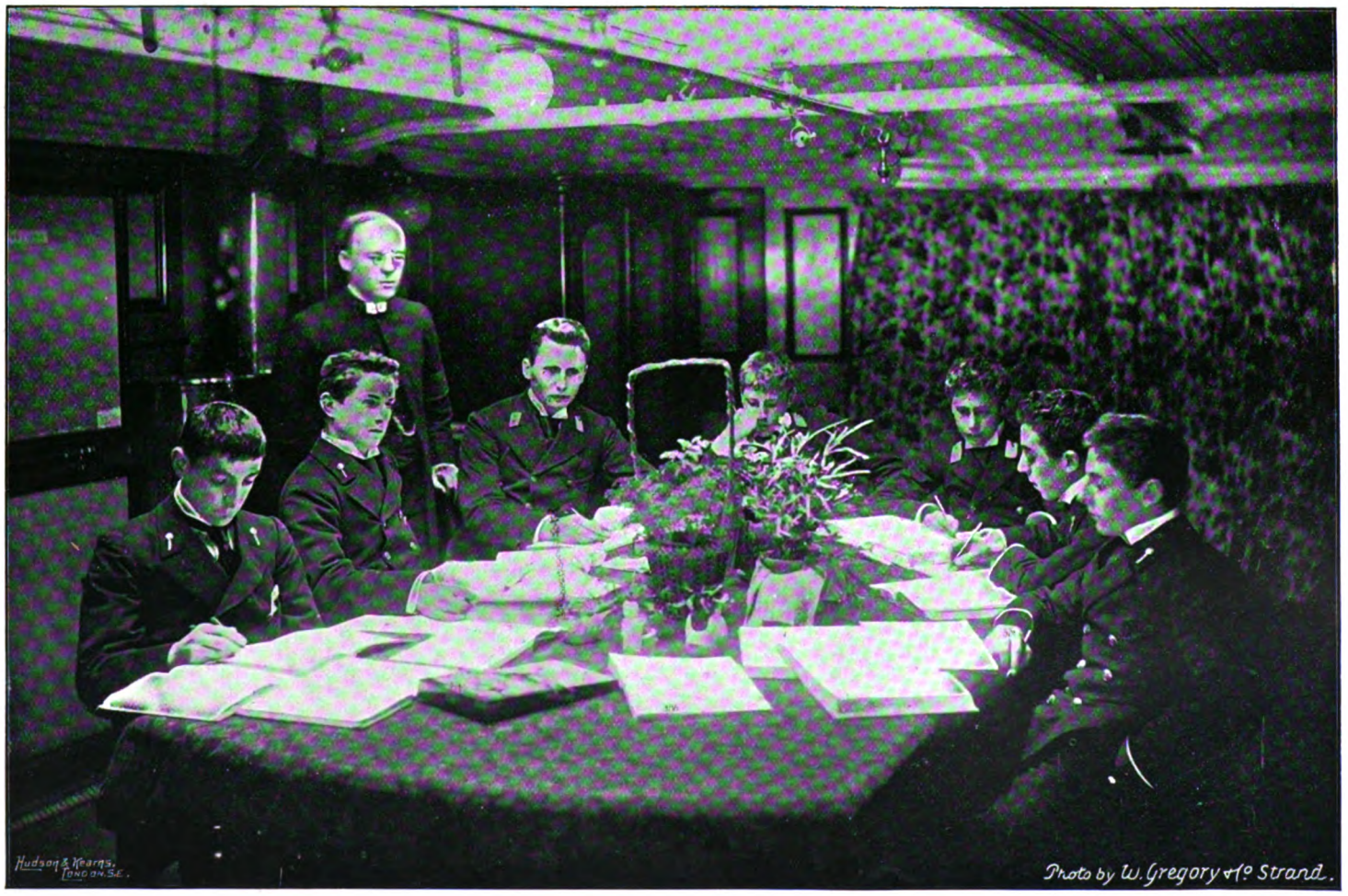
IN THE SICK BAY OF THE "MAJESTIC."

THE Sick Bay accommodation in the "Majestic" (it is identical with that in the "Magnificent") is a special feature of the ship. The Sick Bay in both vessels comprises a fine and roomy apartment, placed forward, with high walls fitted with tiers of comfortable cots raised one above another. The place is amply supplied with washstands and stoves to ensure the utmost comfort for the occupants under all conditions. It is lighted by electricity, ventilated as perfectly as science can arrange for, and in addition, as our illustration shows, rendered as cheerful a place as possible by the aid of pictures on the walls.



"AT SCHOOL" ON BOARD THE "THESEUS."

WE see here some of the midshipmen and naval cadets of the cruiser "Theseus," one of the ships of the Particular Service Squadron. They are undergoing tuition under the supervision of the chaplain of the ship, their naval instructor. After passing successfully out of the "Britannia" at the end of his two years' course, the naval cadet goes to sea in some battleship or cruiser in which a naval instructor is borne, and serves afloat for four years, after which, being nineteen years of age, and having served in all six years and passed an intermediate examination for midshipman, he is examined finally for his lieutenant's commission. It is a question whether the middy of the present day does not get too much school to the detriment of his professional training.

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LORD WALTER KERR AND HIS OFFICERS.

VICE-ADMIRAL LORD WALTER KERR, commanding the Channel Squadron, is here shown, with the other officers of the "Majestic," on the quarterdeck of his flagship. The "Majestic" and the sister ships of her class carry ordinarily by Admiralty regulation a company of 757 officers and men of all ranks and ratings; a force equal in round numbers to the average strength of a battalion or regiment of the British Army. This total may be exceeded in the case of a vessel employed as a flagship, for over and above the regulation company required to man, work. and fight the ship, there has to be carried on board the Admiral himself together with his *entourage* and official staff—flag-lieutenant, secretary, clerks, and assistant clerks.

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THE "TRAFALGAR" AT MALTA.

IN this photograph of the operation of hoisting a big gun into its place inside one of the turrets of the first-class battleship "Trafalgar," we see the working of an operation which sometimes make shore-going folk wonder. "How do they get those big guns inside the turrets?" is a not unfrequent question that the policemen who personally conduct sightseers round our dockyards are called on to answer. The largest crane in use at Malta Dockyard was used on the occasion, as might well happen with so heavy a mass to deal with as a gun weighing 67 tons. The "Trafalgar" carries four of these weapons, two in the fore turret and two in the after turret, and the operation we see being completed was the exchanging of a worn-out gun for a new one.

THE QUARTER-DECK OF H.M.S. "TRAFALGAR."

THE *raison d'être* of the name "Trafalgar" among the warships of the British Navy needs no explanation. The present bearer of the name is our third "Trafalgar," and it happens that both her predecessors are in existence. The first, a three-decker first rate, laid down in the year after Nelson's battle and completed in 1820, is the present coal hulk "Pitt," at Portsmouth. She was re-named "Camperdown" in 1825; and, a few years ago, again re-named "Pitt." The second "Trafalgar," launched in 1841, was renamed "Boscawen" a few years ago, and is now the well-known boys' training ship at Portland. The present first-class battleship "Trafalgar" was launched in September, 1887. Every 21st of October the great event from which the "Trafalgar" takes her name is specially observed, usually by a smoking concert to which the officers of other ships in company are invited. Our illustration shows the quarterdeck of the "Trafalgar" prepared for such an occasion. The two photographs shown were kindly sent by W. J. KILPATRICK, Esq., R.N.

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Photo. by R. ELLIS, Malta. *Copyright.—HUDSON & KEARNS.*

THE COMPANY OF THE BATTLESHIP "HOWE."

THE "Howe" carries for her company some 510 officers and men, practically the same number as is carried by other battleships or the "Admiral" class, except the "Collingwood." Here we see a great part of the "Howe's" company assembled on the forecastle of the ship and on the port side of the fore barbette. The photograph was taken recently at Malta, where the "Howe" then was in harbour, together with the First Division of the Mediterranean Fleet. The "Howe" is the vessel, it will be remembered, that was raised from the bottom of the sea in Ferrol Harbour.

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THE BARBER ON BOARD SHIP.

THE Barber is by no means an unimportant functionary on board ship. Nowadays officers and men adopt one or other of three fashions with regard to their facial appearance. They can shave clean, or wear beards and moustachios, a privilege the introduction of which is due, it is said, to the Duke of Saxe-Coburg (the Duke of Edinburgh), or they may grow side whiskers. In the old days, down to the close of the Napoleonic War, hair on the face was unknown in the Navy; then came a period when whiskers, some bushy, some "mutton chop," were in vogue. The present rules on the subject have grown into existence by, as it were, a compromise between the pre-existing customs of the Service. The Marines, for their part, follow the usage of the military Service and wear moustachios.

CUTLASS DRILL ON BOARD THE "RESOLUTION."

CUTLASS or sword drill is one of the items of a sailor's education to which attention is regularly paid. Once every week, generally on a Wednesday afternoon after dinner, on board all Her Majesty's ships the men are mustered for instruction and put through an hour's cutlass exercise, as we see here in the case of part of the company of the "Resolution," one of the battleships of the Channel Squadron. For hand to hand fighting purposes in boat and cutting out operations an acquaintance with the cuts and guards, points and parries, and so forth, may well prove of use, and it is with that intention particularly that the drill is kept up in the Royal Navy.

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IN THE BATTERY OF THE "ALEXANDRA."

HERE we see one of the 22-ton breech-loading guns forming part of the upper central battery of the "Alexandra" battleship, "cast loose" for action, and about to be fired. This scene is a reproduction of what an eye-witness on board the "Alexandra" would observe if in time of war a hostile ship were to come within range of her guns. The Captain of the gun is shown with outstretched lanyard in hand awaiting the order to "commence firing." Behind him are men of the gun detachment; one with the sponge for wiping out the bore of the gun after the round, and another, the modern equivalent of the powder monkey, with a fresh cartridge in its leather case ready for use. The "Alexandra" is constructed with two central batteries one above the other; the upper mounting four 22-ton breech-loading guns and the lower eight 18-ton muzzle loaders, a combination of the heavy armament not found in any other British battleship.

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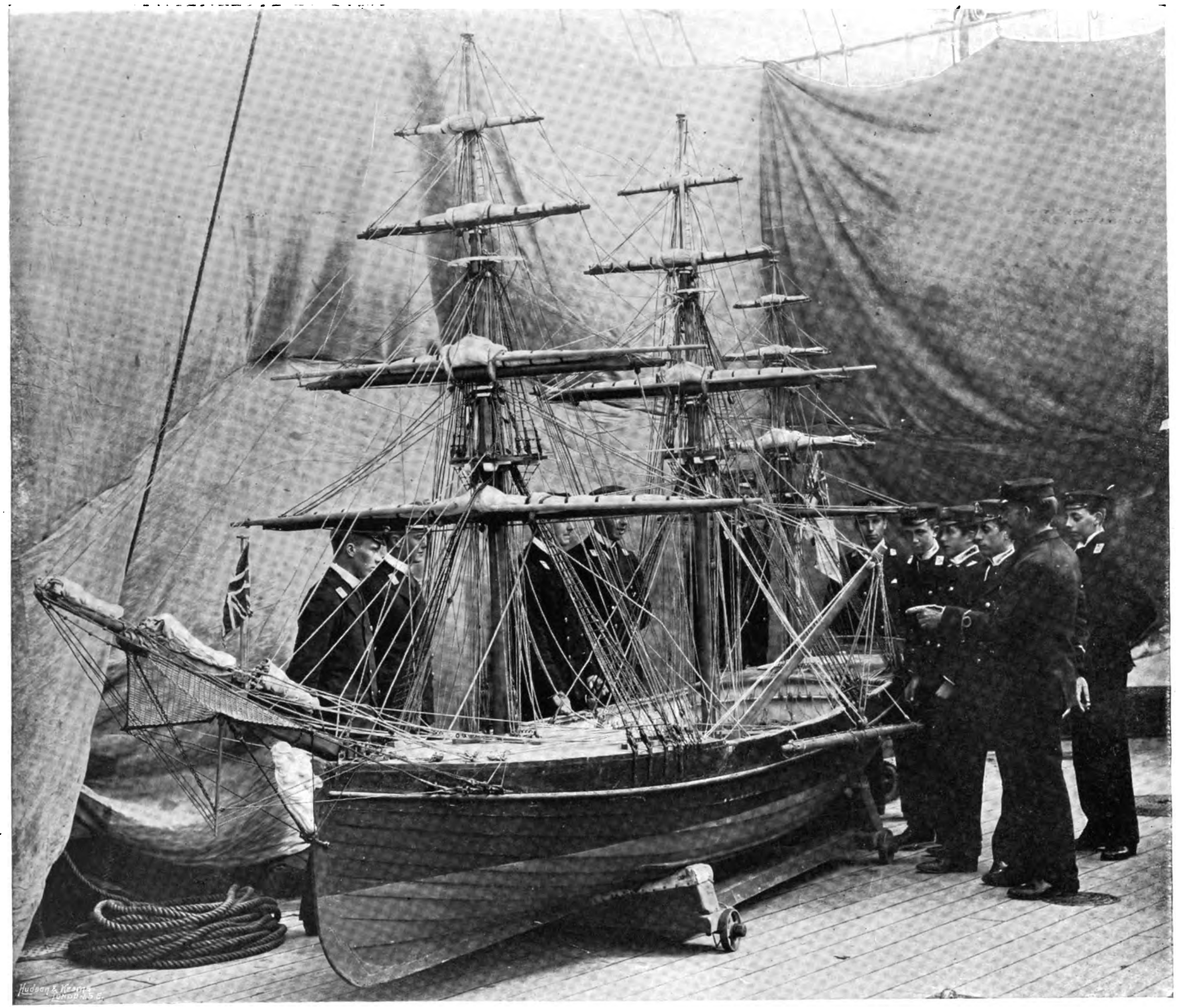

Photo. by R. ELLIS, Malta **SEAMANSHIP INSTRUCTION ON BOARD H.M.S. "HOWE."** *Copyright.—HUDSON & KEARNS.*

TO meet the difficulty of acquiring a real knowledge of practical seamanship in these days of mastless vessels, the officers of the battleship "Howe" have, with much trouble and at some expense, had a 16-ft. skiff rigged and fitted out as a full-rigged ship of war. The whole of the work was done on board the "Howe." The boat, indeed, was frequently hoisted out and manœuvred under sail when the "Howe" recently was in the Levant. Our photograph represents a class of midshipmen, under instruction by the boatswain, getting a main yard in from alongside. It shows the various purchases and tackles required, and the method of rigging a derrick for this important work. Various other subjects are taught by means of the boat, including reeving ropes, bending and making, reefing, furling sail, setting and taking in studding-sails, rigging sheers, and hoisting in heavy weights, a thorough knowledge of which matters is absolutely necessary for young officers in their examinations up to the rank of Lieutenant, as well as for seamen appointed to serve in the Training Squadron and in Boys' training ships and brigs.

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OUR NAVAL RECORDS,

BY PROFESSOR J. K. LAUGHTON.

IN the opening chapter of his *Frédéric II. et Marie Thérèse*, the Duke de Broglie has dwelt on the pleasure, the fascination of the study of original manuscripts, as well as on its extreme importance in all historical investigation. "I do not know," he says, "any occupation more engrossing, more enthralling than this; the delights of hunting or shooting are nothing in comparison; those who are unacquainted with it are ignorant of one of the most lively of intellectual treats." At different times, during the last fifty years, the several archives of the European powers have been opened to the public, with or without limitation, and the opportunities for original research have been eagerly grasped at by writers of different nationalities, French, German, American, or English. It has now come to be accepted that no one, who does not directly or indirectly go to the original source of historical information, has any claim to pose as a serious historian, although of course there are many patient and intelligent students of manuscripts who have equally no claim. In this country we have in the Public Record Office an enormous store of information on almost every subject connected with the growth and power of the kingdom. Law, Religion, Government, Diplomacy, War, all have the secrets of their inner working there, waiting only for the labourer to unearth them. The principal and at present insuperable difficulty is in the excessive abundance of material. Life is short, and the task of deciphering manuscripts, often very badly written in ink that has faded or been partly obliterated by damp or dust, is long. What one man can do is relatively nothing; and even when he confines his labours to a very short period, or to one special subject, to be quite sure of having arrived at an exhaustive result is very difficult indeed. And yet without that exhaustive treatment, finality is not to be obtained. Selections—whether made by chance or by judgment—are unsatisfactory and uncertain. There is always a suspicion that the selector has been guided by prejudice rather than by an unbiassed search for truth, and that documents which tell against his preconceived notions have been withheld.

In naval matters there is perhaps not so much scope for this obliquity of vision, but still, it is very certain that, all through last century, the Despatches that were published in the *Gazette* were strictly edited, and sentences, which it did not seem good to communicate to the public, were struck out; sometimes, perhaps, with no worse motive than that of shortening the story; sometimes, we may suppose, in the desire to put the action of the Government or of the Admiralty in the most favourable light. But many of the Despatches were not published at all, and some of these, besides throwing new light on the conduct of affairs, are in themselves interesting and even amusing from the quaint expressions which admirals or captains sometimes made use of. Thus Vernon wrote in 1740, that he would presently make Don Blas, the Commander of the Spanish ships at Cartagena, "fret his guts into fiddle strings," which, however, he did not succeed in doing; Mathews wrote in 1743, saying that he had been very ill, but by a diet of "fat mutton broth," was now a good deal better; or, going back a century earlier, a captain in 1652, dating from "Liverpool River, alias the fag end of the earth," begs that he may be relieved and permitted to return to more civilized life. A letter of Lawson's about this time is very curious. The body of it is entirely taken up with pious yearnings. "I do particular thank you—the Secretary of the Admiralty Committee—for your repeated and manifested love," he says, and goes on to speak of "that union which is (and ought to be) amongst the members of that body whereof Jesus Christ is the head," of "spiritual fellowships and Christian communion . . . which all those that look toward Sion, may be one to another, shall be and is the prayer of, dear Sir, yours in the bonds of affection to serve you, John Lawson." From first to last—in the body of the letter—there is not a word of business. But then follow two postscripts: the first about the guns; nine it seems, had not yet been sent on board; and the second, "we want three cables yet, with other cordage."

It would be easy to cite many letters showing what may be thought the comic side of the Service; but naturally the serious side is the more interesting and more important. Nowhere but among the MSS. in the Record Office or elsewhere are any means to be found for gauging the quality of the ships' companies during the seventeenth and eighteenth centuries. There is, perhaps, a common idea that as a rule they were seamen. Such an idea must be largely discounted. It was not only in the extreme pressure of the war of the French Revolution or Empire that a large proportion of men who were not seamen manned our ships. From the very beginning there was the same difficulty. In a discourse on the Navy, written by Mr. Holland in 1638, and now being edited for the Navy Records Society by Mr. J. R. Tanner, it is said that numbers of "tailors, glovers, tinkers, brewers, coopers, and other poor handicraftsmen," were pressed and sent on board the King's ships. Captain Crispin in 1652, during the Dutch war, wrote that the "Fairfax" was staying in the Hope for want of men. "I sent down to her," he says, "near 180 men; but many of them when they came down and see so many boys and soldiers and other sorts of landsmen aboard, told their consort they would not go to sea to do these men and boys' labour for them;" and in point of fact, most of them deserted.

There is one exceedingly interesting letter from Dean and Monck to the Admiralty Committee, on the question of manning the ships. It is dated March 25th, 1653, and will, no doubt, be given *in extenso* among the State Papers of this period, which Professor S. R. Gardiner will shortly edit for the Navy Record Society. In this, they refer to a proposition that had been made to fill up the ships with soldiers. "If seaman cannot be had," they say, "such a proportion of soldiers may do well, provided they be able and sufficient men, such as can do service when called thereunto; but could wish 2,000 of them might be seamen, which we conceive may be had if some way could be thought upon to continue a considerable number of them in pay ashore as well as at sea." It is, probably the first distinct proposal since the Norman conquest to form a standing Navy, and enter men for continuous service. Of course the proposal was not accepted; there was no money to permit it. At different times during the next two hundred years it was often repeated; but, as we all know, financial necessities rendered it impossible, till about forty years ago, after the Russian War, it was taken up seriously. It may perhaps be doubted whether we are not now tending to the opposite extreme. The common outcry for more men seems to indicate a desire to meet the difficulty of having to raise men in time of war by keeping the Navy on a war footing in the time of peace. This may be thought an

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unnecessary expense. It is well to remember that the stricter the economy in time of peace, the greater the stock of available money in time of war; and that given the ships and guns, a comparatively small body of highly-trained men is capable of wide expansion by the intermixture of less highly-trained men or even landsmen.

With officers, it is of course different. In the letter just referred to, the Parliamentary Generals at sea, Deane and Monck, say that lieutenants must be capable seamen, they have resolved not to appoint such as are not. It was a new departure, for previously the first consideration had been that the lieutenant should be a gentleman and a friend of the captain. If a seaman was wanted, he was looked for in the master, the boatswain, gunner or—strange as it seems now—in the purser. After the Restoration, the Commonwealth order was rescinded, and lieutenants were appointed, as in the time of Charles I., as a family matter. Orders to the contrary were indeed given, and on December 18th, 1677, an establishment was made by the King in Council, to the effect that no one was qualified for the rank of lieutenant who had not served for three years actually at sea, and one of these years as an ordinary midshipman, receiving midshipman's pay. But such orders in the time of Charles II. went for very little; and in the first year of the reign of Queen Anne, the Lord High Admiral drew up a memorial to the Queen in Council setting forth that, as "by a long practice in the Navy no young gentlemen were admitted to serve as volunteers by warrant who are above the age of sixteen years and under that of fourteen," it commonly happened that these, after serving their three years, were not yet eighteen; and proposing therefore that "they should be obliged actually to serve four years as a volunteer and two as an ordinary midshipman before they be admitted to examination for the employ of a lieutenant;" and further that others, who had followed the sea from their youth, and, having entered the navy, had served three years as mates or midshipmen, might be "admitted from time to time to examination and, if found qualified, to the office of a lieutenant." This memorial was approved and — with occasional modifications—was the rule of the Service during the whole of last century. That it was often a dead letter, and that young gentlemen were frequently made lieutenants long before they were twenty years of age and without having served the appointed time, is very well known; but the instruction remained; the violation of it was merely an instance of the low standard of public morality.

Of social life in the Navy, many occasional glimpses are to be found in the Admiralty records; glimpses only, for it was no part of the duty of any admiral, captain, or secretary to set forth any detailed account of it, and it comes into prominence only when some irregularity on one part or the other formed the subject of a complaint or of a court martial. We gather from various indications that, throughout the eighteenth century, the captain's cabin and the wardroom were as they continued to the last of sailing line of battleships and frigates; that the lieutenants, master and marine-officers were wardroom officers by right. The position of surgeon is somewhat doubtful; he commonly messed in the wardroom; whether he always did is not yet certain. The chaplain frequently did, but only by the permission of the lieutenants and others, rightful occupiers; sometimes he messed with the captain; the purser sometimes messed in the wardroom, but not unfrequently did not. The cabins in the wardroom belonged to the lieutenants; but the lieutenants of the "Burford" in 1741 laid a complaint against their captain, Thomas Griffin, for turning them out of their cabins for the passage home from Jamaica, in order to accommodate some passengers who, as they alleged, "paid him well for it." It does not appear that they got any satisfaction beyond such as they might derive from Griffin's being tried, nine years later, for cowardice, and dismissed the service. It would thus appear that the cabins were not theirs by absolute right.

In a ship of two or three decks, the gun-room was actually, as its name implies, the gunner's store room, and was in charge of a man bearing the rating of "Lady of the gun-room," equivalent—it would seem—to the present Yeoman of the store room. There were cabins in it, as in the ward-room, generally occupied by the marine officers, on conditions presumably similar to the others. Mates and midshipmen might or might not be young gentlemen; they were frequently middle-aged or elderly men, and any capable seaman might be so rated at the discretion of the Captain. But amongst them there was no bond of social union. They were men or boys of very different ages and very different social position; and during the greater part of the century there was nothing approaching to a midshipmen's berth or a midshipmen's mess: sometimes a young gentleman might mess in the Captain's cabin; sometimes with the boatswain or gunner, or perhaps with an older mate. The mates had their own berths and messed by themselves, or otherwise, as they arranged, providing their own sea-stock, which was traditionally said to be a string of onions and a demi-john of gin.

Down to the American Revolutionary War there was little or no check on the importation of spirits. The habit of excessive drinking, which was so prevalent on shore, extended to ship-board, and was scarcely looked on as a crime if it did not lead to some other. But it often did. Here is one case. In June, 1744, a seaman was tried for "forcibly putting a shipmate into a tub of scalding water near the furnaces in the forecastle, which scalded him in such a manner that he died." The man was acquitted of the murder, but as it was proved that he was drunk, and cursed and swore very much—crimes which he was frequently guilty of—he was sentenced to receive six lashes alongside of every ship in the fleet from 50 guns upwards. When the daily ration was half a pint of rum or arrack served out neat, and when the men themselves, or the bum-boats for them, were practically permitted to bring on board as much more as they liked, it is not to be wondered at that drunkenness and every abominable crime that follows drunkenness were terribly frequent—murder, bestiality, mutiny, insubordination. And it cannot but seem curious that when drunken men were so common the way of managing them was so little understood. Cases are frequent in which the drunken man was aggravated by being jawed at, or pulled about till he committed a violent assault on his superior, or sometimes stuck a knife into him.

On this, the social life of the Navy, much is still obscure. The Navy Records Society has, however, undertaken to publish a volume of documents in illustration of it. When that volume is issued we may confidently hope to know a great deal more than we now do. But of this I am sure: that the greater part of the crimes against discipline—tyranny, quarrelling, brawling, insubordination, mutiny—will be proved to be due to the pestilent habit of drunkenness, as well amongst the officers as the seamen.

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INSIDE THE WAR OFFICE,

BY ONE WHO HAS BEEN THERE.

ABOUT five o'clock in the evening of the 31st of October last, a little knot of members of the Junior Carlton Club had gathered in one of the club windows to see the Duke of Cambridge leave the War Office for the last time. Presently the Duke appeared, received and returned the salute of the sentry, entered his carriage, and drove off. Scarcely had the carriage had time to turn into St. James's Street, before the interest of the clubmen in the proceedings across the road was revived by one of them exclaiming "By Jove! they're taking off the Duke's sentry! What's the meaning of that?" And, sure enough, the sentry fell into the ranks of a relieving party which had just halted opposite, and marched away without being replaced. Had any of the spectators of this little incident been in Pall Mall an hour or so later, they would have seen the last outward and visible sign of the Duke's authority disappear—as the sentry-box was hoisted into a van and driven away. This removal, with somewhat indecent haste, of the last trace of the Commander-in-Chief's claim to equality with the Secretary of State was significant of much.

For many years the tendency has been to make more and more real the Secretary of State's responsibility to Parliament for the proper administration of all departments of the Army. After the Russian War, the civil functions previously distributed among a number of practically independent offices, were transferred to the Secretary of State for War, while the military powers of these offices were vested in the Commander-in-Chief.

Then in 1870 the War Office Act was passed, vesting in the Secretary of State the full and direct control of every branch of Army administration, military as well as civil. Full effect could not, however, be given to this so long as the Duke of Cambridge continued to hold his appointment. But, on his retirement, the Order in Council of November, 1895, insisted upon the pre-eminent authority of the Secretary of State while abolishing the concentration of all military responsibility upon the Commander-in-Chief. The latter retains, indeed, the power of supervising generally the military departments of the War Office; but the Adjutant-General, the Quartermaster-General, the Inspector-General of Fortifications, and the Inspector-General of Ordnance are no longer responsible to him for the management of their departments. They are now directly responsible to the Secretary of State—just as is also the Commander-in-Chief himself.

Before explaining the methods by which all the needs of the army are provided for, let us look round the buildings in which so much important work is done. A stranger proceeding westwards along "the sweet shady side of Pall Mall" will pass in succession the United Service, Athenæum, Travellers', Reform, and Carlton Clubs—those elaborate buildings which, with others equally sumptuous, have caused Pall Mall to be described as "a street of palaces." He will then come to a group of dirty, uncared-for looking houses stretching from the gorgeous façade of the Carlton to the handsome new office of the Eagle Insurance Company.

These houses, nine in all, form the main part of the War Office. The central building is the old Ordnance Office, and is the only one which has about it any appearance of being a public office. As the business of the War Department increased, the premises on either side began to be absorbed. To the east, three unimportant and antiquated private houses were first taken in; and then it was the turn of Buckingham House, an extensive mansion built by Sir John Soane in the eighteenth century, and forming in the days of Pitt the headquarters of the Tory party. To the west, the first to fall in was the building in which Messrs. Christie's world-renowned auction rooms were originally located. And finally, the three houses which had been constructed out of old Schomberg House were absorbed. Schomberg House, where Gainsborough died in 1788, dated from the middle of the seventeenth century.

From this brief description it will be easily understood that the accommodation provided for the transaction of War Office business is very antiquated and very imperfect. As the premises were extended, the new were fitted into the old by the simple process of knocking a hole through the dividing wall on each floor, and connecting the staircases. With the exception, therefore, of the central part, the whole office is one stupendous maze of tortuous passages and low-pitched, small, unhealthy rooms, officials being poked away, in many cases, into what were once attics and servants' bed-rooms. Public business is much impeded by these wretched arrangements, and the cost of the staff is made considerably heavier than it need be, the smallness of the rooms and their scattered positions making it necessary to have a larger supervising staff than would otherwise be required.

Even so, not much more than half the staff is quartered in Pall Mall. The Military Intelligence Division is located at Queen Anne's Gate; the Inspector-General of Fortifications and the Inspector-General of Cavalry have their offices at the Horse Guards in Whitehall the Medical Division is lodged in Victoria Street, Westminster; and the Veterinary Division in King Street, Westminster; while the Military Education Division and a large part of the staff of the Financial Secretary find their home at Winchester House, St. James's Square. Is it not time to construct a new office capable of housing properly all the military and clerical staff?

In these widely-scattered and, so far, at any rate, as the headquarters are concerned, unsuitable and discreditable buildings, the affairs of the Army are administered. We have already seen that there are now five great military administrative officers, each having clearly-defined duties, and each being directly responsible to the Secretary of State. While the other four heads are concerned with the efficient discharge of the duties of their departments, the Commander-in-Chief, Field-Marshal Viscount Wolseley, K.P., G.C.B., G.C.M.G., looks after the Army as a whole. All questions of general military policy come before him, and he acts as the principal military adviser of the Secretary of State. It is his business to supervise the regulations for the government of the Army; to make and perfect arrangements by which, in case of need, all the military forces can be speedily mobilized; and, by a systematic course of inspection, to see that the troops are kept fit for service. He determines the distribution of the forces throughout the Empire, and directs the general conduct of any active operations which may be necessary. To enable these important duties to be performed as effectively as possible, he collects, through the Director of Military Intelligence, all available information relating to the military defence of the Empire, and to the geography, armed strength, and resources of the colonies and possessions abroad, and of foreign countries. With the assistance of the Military Secretary, he deals with the appointment, promotion, and retirement of officers of the Army; with the grant of staff and other special appointments; and with the selection of officers for honours and rewards.

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The Adjutant-General, General the Rt. Hon. Sir R. H. Buller, G.C.B., K.C.M.G., V.C., acts for the Commander-in-Chief during the latter's absence, and so may be regarded as next in importance to him. It is his duty to look after the proper supply of recruits; to see that they are thoroughly trained and turned into efficient soldiers; to post trained soldiers to the corps where their services are required; to deal with matters relating to their drill, musketry and other instruction, discipline, furlough, promotion, transfer from corps to corps or to the Army Reserve, and discharge; and to supervise the arrangements for helping soldiers to obtain civil employment on quitting the Army. All questions affecting the internal economy of regiments are decided by the Adjutant-General, who thus is responsible for the proper conduct of all regimental institutions, such as officers' and sergeants' messes, canteens, mess and band funds. Medals earned by soldiers are issued under the Adjutant-General's authority; and he determines the patterns of all uniforms and clothing. Finally, he is responsible for making the military arrangements connected with movements of the Queen, the supply of guards of honour, and the proper conduct, so far as the Army is concerned, of all State ceremonials.

The Quartermaster-General, General Sir H. E. Wood, G.C.B., G.C.M.G., V.C., is charged with the duty of supplying the Army with food, forage, quarters, fuel, and light; with horses, and the means of transport by land or by water; with the machinery for paying officers and soldiers and all others among whom is distributed the £18,000,000 granted annually by Parliament for the maintenance of the Army. The care of barracks and their equipment, the hire of land and buildings for military purposes, the construction of camps and rifle ranges, the arrangements for moving the Army about all over the world, and the responsibility for having in readiness the necessary supplies for provisioning the military forces in the event of mobilization or the despatch of an expedition—all these things fall within the scope of the Quartermaster-General's functions. He is, as it were, the Whiteley of the Army, its "universal provider."

The Inspector-General of Fortifications, Lieutenant-General Robert Grant, C.B., has the care of the defences of the Empire, and is responsible for the proper construction and repair of fortifications, barracks, and hospitals, of military railways, roads, and bridges. Engineering experiments, ballooning, military telegraphs and telephones, submarine mining, the survey of defensive positions, the sanitary arrangements of War Department buildings, the custody of military lands, and the maintenance of ranges—in short, everything requiring engineering and surveying skill comes under the notice of the Inspector-General of Fortifications.

The Inspector-General of Ordnance, Lieutenant-General E. Markham, is responsible for supplying the Army with all articles of equipment and with war material. It is his duty to examine inventions and designs connected with warlike stores and equipment, and to determine the rewards to be given to inventors. He settles the patterns and designs of equipment, receives and inspects the guns, arms, ammunition, and other stores supplied by the Army Manufacturing Departments or by contractors; and bears the heavy responsibility of seeing that all the fighting material stored for use on active service is of the best possible description, and is kept in serviceable condition. This involves the supervision and care of store buildings and magazines, the maintenance of ordnance workshops where all necessary repairs can be executed, and the constant overhauling of all reserve stores, in order that what is obsolete or unserviceable may be disposed of and replaced, and that a full supply of all the best material may be available in the event of the outbreak of war.

Of the minor military departments, it is only necessary to mention the designations, viz., the Army Medical Department, the Military Education Department, the Chaplains' Department, and the Army Veterinary Department. Each of these is controlled by one or more of the great officers already referred to.

Side by side with this military organisation is the great civil Financial Department, presided over by the Parliamentary Financial Secretary, who is a member of the Government. Everything done by or for the Army costs money, and it is the business of the financial authorities to watch over the contemplated and actual expenditure of the Military Departments. The annual estimates prepared by these departments are, therefore, carefully scrutinised in the finance branches; any proposals for new expenditure are inquired into and subjected to searching criticism; and the accounts of the actual expenditure are audited in order to see, on the one hand, that all payments have been made in proper form, and, on the other, that only such payments have been made as have been authorised by Parliament and by the departmental regulations. All these functions are exercised by the Accountant-General, Sir Ralph Knox, K.C.B., who also controls the issue of the money to meet the current expenditure. Associated with the Accountant-General is the Director of Contracts, Mr. Alfred Major, whose business is to supervise all contracts for the purchase or sale of equipment, stores, supplies, clothing, lands and buildings, together with contracts for transport services, with a view to making the best possible use of the public money.

The Financial Secretary also exercises control over the Manufacturing Departments of the Army, viz., the Clothing Factory at Pimlico, the great Ordnance Factories at the Royal Arsenal at Woolwich, the Small Arms Factories at Enfield and Birmingham, and the Gunpowder Factory at Waltham Abbey. It is his duty to see that these factories keep abreast with the times, and to test their efficiency by keeping up a running comparison between the cost of production at these establishments and the cost at which similar articles can be purchased from the trade.

To avoid, as far as possible, friction between the several departments of the War Office, and to ensure that the plans of the several military heads do not clash, a War Office Consultative Council has been established for the purpose of discussing matters affecting more than one department. At this Council the Secretary of State presides, and his ruling on any matter about which departments cannot agree is final.

I have endeavoured in the foregoing to give a full yet concise account of the mass of important duties for the proper performance of which the chief officers of the War Office are respectively responsible. To carry out these duties a large staff of military and civilian officials is required, numbering in all between 700 and 800. This staff is at present being reduced, owing to reforms introduced by the new Permanent Under Secretary of State, Sir A. L. Haliburton, K.C.B.; and it could be still further cut down if a new and properly designed office were erected. Such a new office is bound to be built one of these days. It would be the most economical plan to put it in hand at once. Meanwhile, the business of the Army is much better done than it was a few years ago, and the recent decentralization of responsibility is calculated to still further develop business habits and general efficiency long wanting in the War Office.

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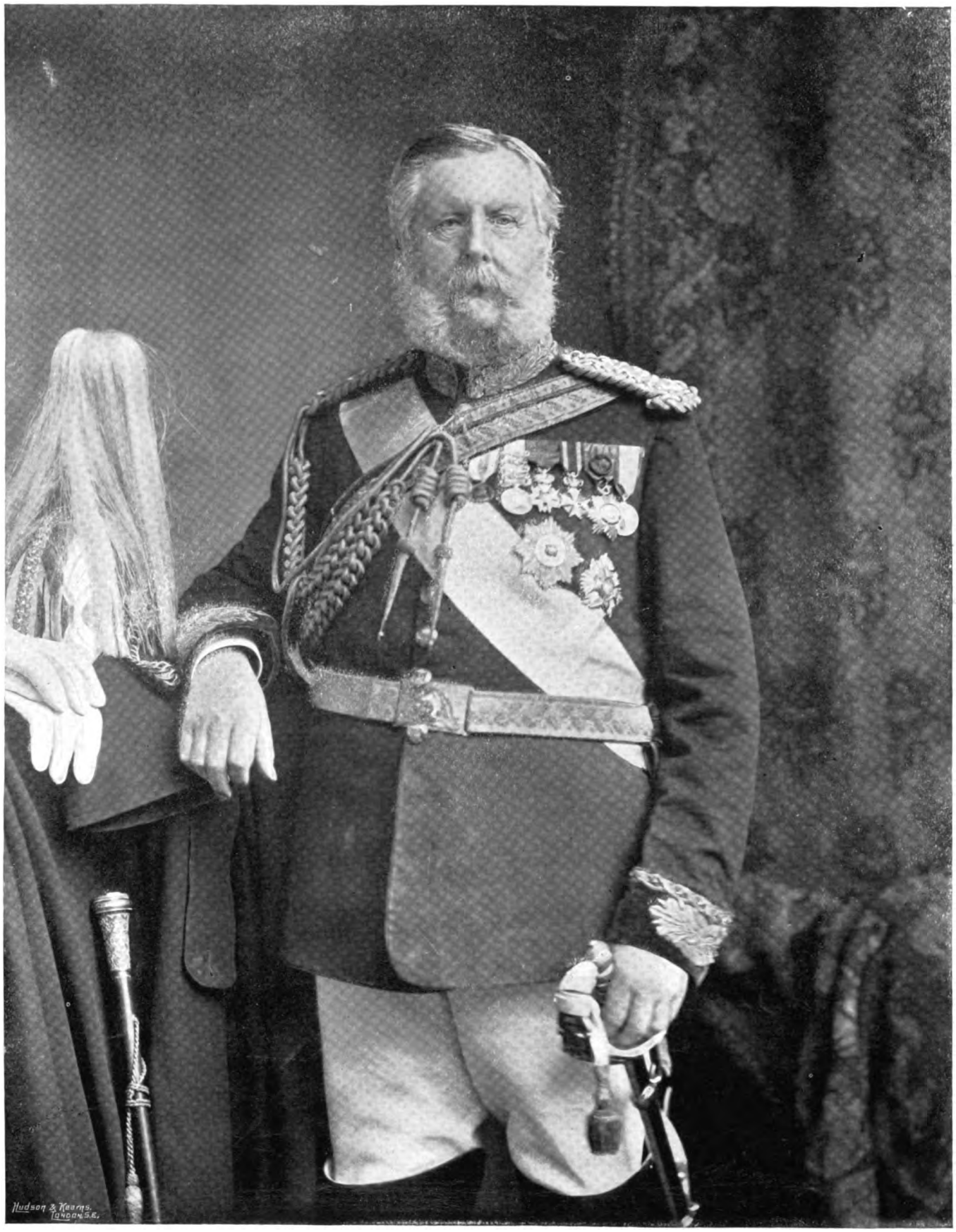

Photo. by ELLIOTT & FRY, Baker Street.

GENERAL H.S.H. PRINCE EDWARD OF SAXE-WEIMAR, G.C.B.

PRINCE EDWARD OF SAXE-WEIMAR is the eldest son of Prince BERNARD OF SAXE-WEIMAR-EISENACH, and was born in 1823. He entered the Grenadier Guards in 1841 as Ensign, and gained all his steps up to Major-General's rank in the regiment, with whom, further, he served as Lieutenant-Colonel and Colonel in the Crimea. Prince Edward was present with the Grenadiers at the Alma, Balaclava, and Inkerman, and in the trenches before Sebastopol. He was wounded in action, and for his services was mentioned in despatches. From 1870 to 1890, as a General Officer, he commanded the Home District, the Southern District, and the Forces in Ireland, in which last-named post he was succeeded by Lord WOLSELEY. Since 1888, Prince EDWARD OF SAXE-WEIMAR has been the Colonel of the 1st Life Guards. A kinder and more considerate officer towards those under him in all ranks, and one more personally beloved by all, it is safe to say, the Service has never seen.

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OFFICERS OF THE ROYAL REGIMENT OF CANADIAN INFANTRY.

OUR illustration shows Canada's Royal Regiment of Infantry, commonly termed the "Royal Canadians." In these days of Imperial unity, it may be interesting to see representations of a regular Colonial Regiment on parade. This regiment very rarely meets together, as its two most distant depôts are over 1,000 miles apart, but a concentration at Quebec was specially arranged for by Colonel HERBERT, Grenadier Guards, then local Major-General commanding the Canadian Forces. He was present himself during the period of concentration of some seven weeks. The Battalion consists of four companies, and two more companies of Militia, made up of Militiamen from all parts of Canada, were attached for instruction, as also a few Militia Officers (distinguishable by their white belts). This regiment is a very smart and reliable body of men, under the same discipline and regulations as Her Majesty's Imperial Forces. The men are enlisted for three years' service, with the option of a further re-engagement. The privates receive 1s. 8d. per day, with full rations.

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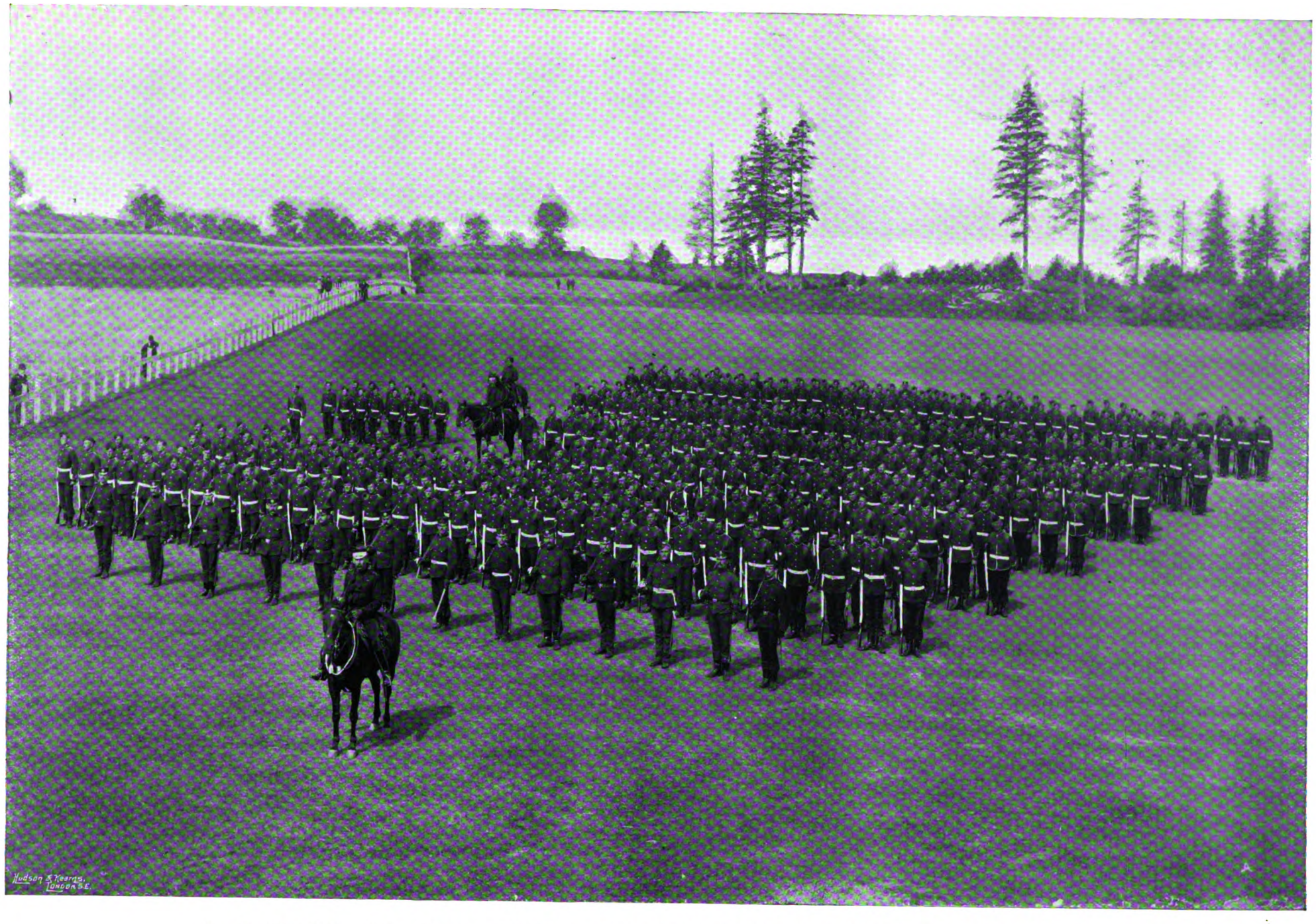

A PARADE OF THE ROYAL REGIMENT OF CANADIAN INFANTRY.

IT has been suggested, both here and in the Dominion, that this Battalion should be linked with the Prince of Wales's Leinster Regiment (Royal Canadians) of the British Army, of which the 1st Battalion was originally the old 100th Foot (Royal Canadians), by this means one of the three Battalions could always be retained in Canada, a suggestion which, if acted upon, would produce the best results, in tending to bind together the forces of the Empire and in maintaining efficiency in the Colonial portion of that force. In addition to its garrison duties it forms at its several depôts, Schools of Instruction for Militia Officers and men, who attend for three months at a time, and are quartered in barracks under the command of one of the officers of the regiment. By this means they learn, by example and rule, the duties of a soldier in all its branches, and become of much use in themselves instructing their Militia Battalions during their twelve days' training. The Permanent or regular force also comprises cavalry, field and garrison artillery, but the Act under which it is maintained restricts it to 1,000 men, so great is the fear of paying for a standing Army in the Colonies.

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THE CAPTAIN OF THE HIGHLAND MOUNTED INFANTRY COMPANY.

CAPTAIN GEORGE RUSSELL TOD, of the 1st Battalion of the Seaforth Highlanders, is the officer in command of the Highland Company of Mounted Infantry sent out to the Cape. He is a Captain of seven years' standing in his regiment, which he first joined in 1880. Captain TOD has seen war service in Egypt, and as a subaltern took part in the battle of Tel-el-Kebir. He is an expert in Mounted Infantry work, and the Highland Company under his leadership may be trusted to render a good account of itself wherever it may be called into action. Our photograph represents Captain TOD in the uniform of an Officer of Mounted Infantry on the Home Establishment.

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SERGEANT SEYMOUR, 2nd GORDON HIGHLANDERS.

SERGEANT SEYMOUR, of the 2nd Battalion of the Gordon Highlanders (formerly the 92nd), who is here shown in the ordinary "turn-out" of a mounted infantry man—in the undress uniform of his regiment and wearing ammunition bandolier, cord breeches, and "putties"—is one of the non-commissioned officers who have gone out to the Cape with the "Highland" Mounted Infantry Company. The organized establishment of a mounted infantry company in non-commissioned officers, comprises one Company Sergeant-Major, five Sergeants, and six Corporals, with two Sergeant-Farriers, who are detailed for special duty and "lent" from the cavalry.

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THE BATTALION STAFF OF THE "DIE HARDS."

THESE are the four principal Officers of the Regimental Staff of the 1st Middlesex (the "Die Hards"), which regiment has just left England for South Africa. The officer for the time being in command is Major JAMES GROVE WHITE, a Staff College Graduate, who has already had experience of South African Warfare in Zululand, where the 57th (as the 1st Middlesex Regiment was then) served in 1879. The Adjutant is Captain ROBERT JAMES ROSS, Lieutenant JAMES ALFRED WALTER is the Quartermaster, and Sergeant-Major W. FULCHER completes the group. Major WHITE is seen on the right as we look at the group, the Quartermaster on the left, the Adjutant is shown with a number of official documents in his hand, and the Sergeant-Major faces us in the attitude of "attention." Owing to ill-health, Lieutenant-Colonel HUGHES-HALLETT, the Battalion Commanding Officer, was unable to accompany the "Die Hards" to the Cape.

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Photo. by J. THOMSON, Brompton Road.

IN A COMPANY BARRACK ROOM.

WE here see the private soldier at home, and obtain a glimpse of barrack-room life by day among the men off duty. Round the room are ranged the men's beds, bedding, and clothes, all neatly and uniformly packed away. On the wall at the head of each bed are placed each man's arms and belts ready at hand at any moment. The men are allowed to decorate the walls of the apartment, each within his allotted space, as the like, with photographs or pictures, and the effect adds greatly to the comfort and appearance of the room. All mess together at the centre table.

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OFFICERS OF MOUNTED INFANTRY.

THESE are the Officers of the Company of Mounted Infantry drawn from Highland regiments serving at home, which left Southampton for the Cape in the transport "Warwick Castle" on the 25th of April. They comprise Captain G. R. TOD, of the 1st Seaforth Highlanders (formerly the 72nd)—the officer wearing riding breeches and "puttees" in the centre of the group; and Lieutenants STEWARD, of the 2nd Royal Highlanders (formerly the 73rd), COX, of the 1st Seaforth Highlanders, CAMPBELL and COURTENAY of the 2nd Argyll and Sutherland Highlanders (formerly the 93rd) and the Hon. R. F. CARNEGIE, of the 2nd Gordon Highlanders (formerly the 92nd).

THE HIGHLAND COMPANY OF MOUNTED INFANTRY.

HERE we have some of the men of the Highland company of Mounted Infantry sent out for service in Matabeleland. Since 1888 a regular organisation has been established in the British Army to provide a mounted infantry force of trained men which should be readily available in any emergency. Each of certain selected regiments on the Home Establishment trains and keeps ready at all times a complete detachment of one officer and thirty-two men, organised to form one-fourth of a complete company of mounted infantry, and trained to act either independently or amalgamate with other detachments. Four of the Highland regiments on the Home Establishment, in the case of the present Cape Expedition, thus furnish between them four detachments, forming together one company. A pair of cord breeches and a pair of "putties," or leg bandages (an importation from the Indian Army), with a bandolier for ammunition, with the ordinary infantry soldier's equipment, make a mounted infantry man's "turn out."

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THE
NAVY & ARMY
ILLUSTRATED.

Photo. RUSSELL & SONS, Baker Street.

H.R.H. Field-Marshal The PRINCE OF WALES, K.G.

FROM the original inception of the Royal Military Tournament, now upwards of seventeen years ago, the PRINCE OF WALES has taken a special and personal interest in the display, and has done all in his power to further its welfare, making a point of being present in person at the Tournament year by year at least once during the progress of the competitions. This year, by way of special compliment to the new official administration which will henceforward carry out the arrangements, His Royal Highness has been pleased to consent to open the Tournament. Our portrait is the very latest that has been taken of the PRINCE OF WALES. It shows him in the full dress of his rank as Field-Marshal—a status that the Prince has held for just twenty-one years—and wearing the aiguillettes as a Personal Aide-de-camp to the Queen.

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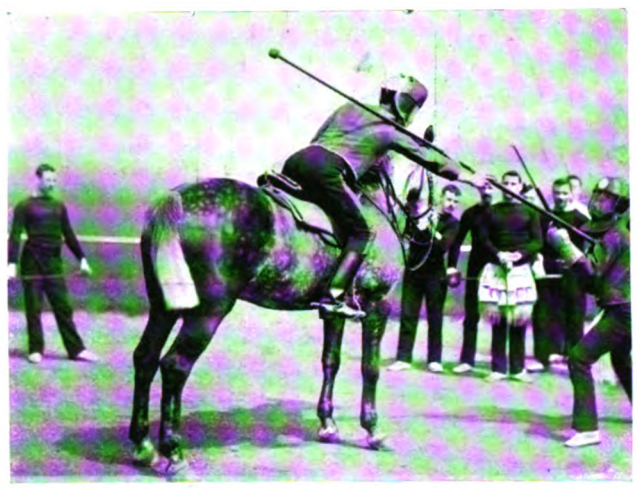
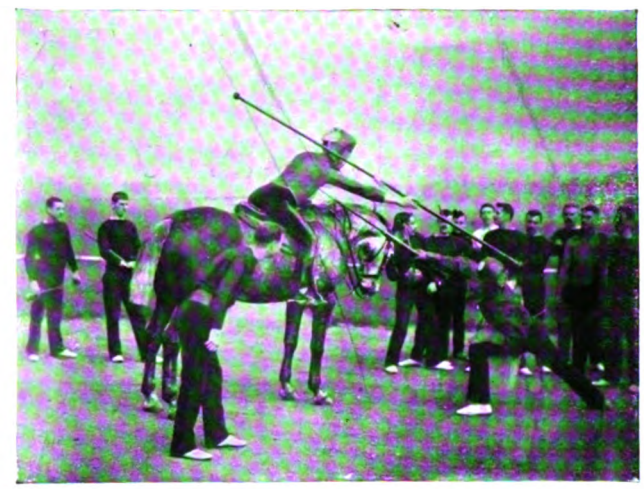
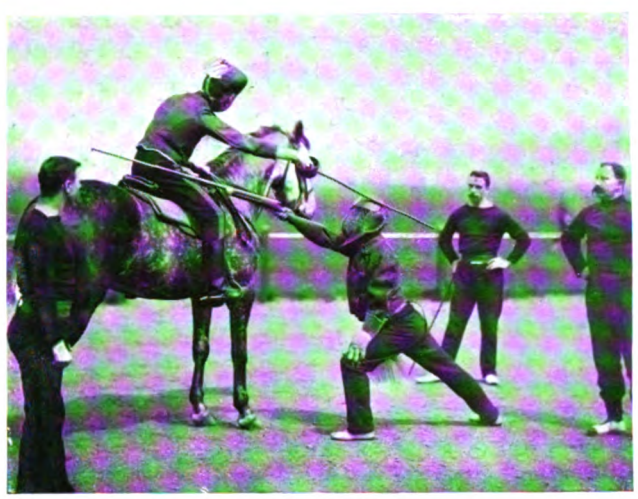


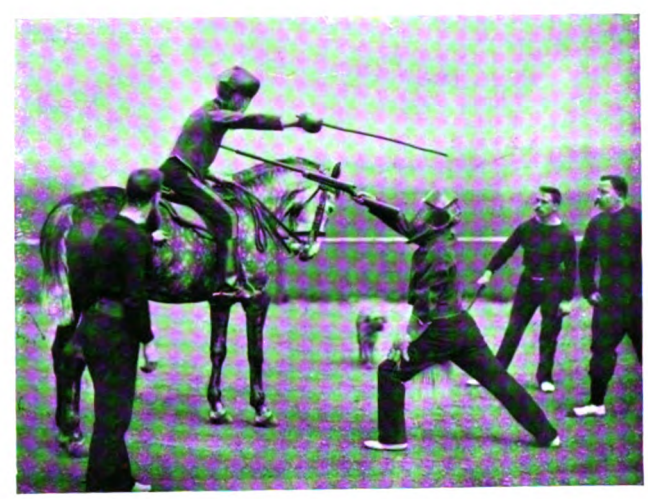
BAYONET v. LANCE:—A HIT FOR THE LANCE.



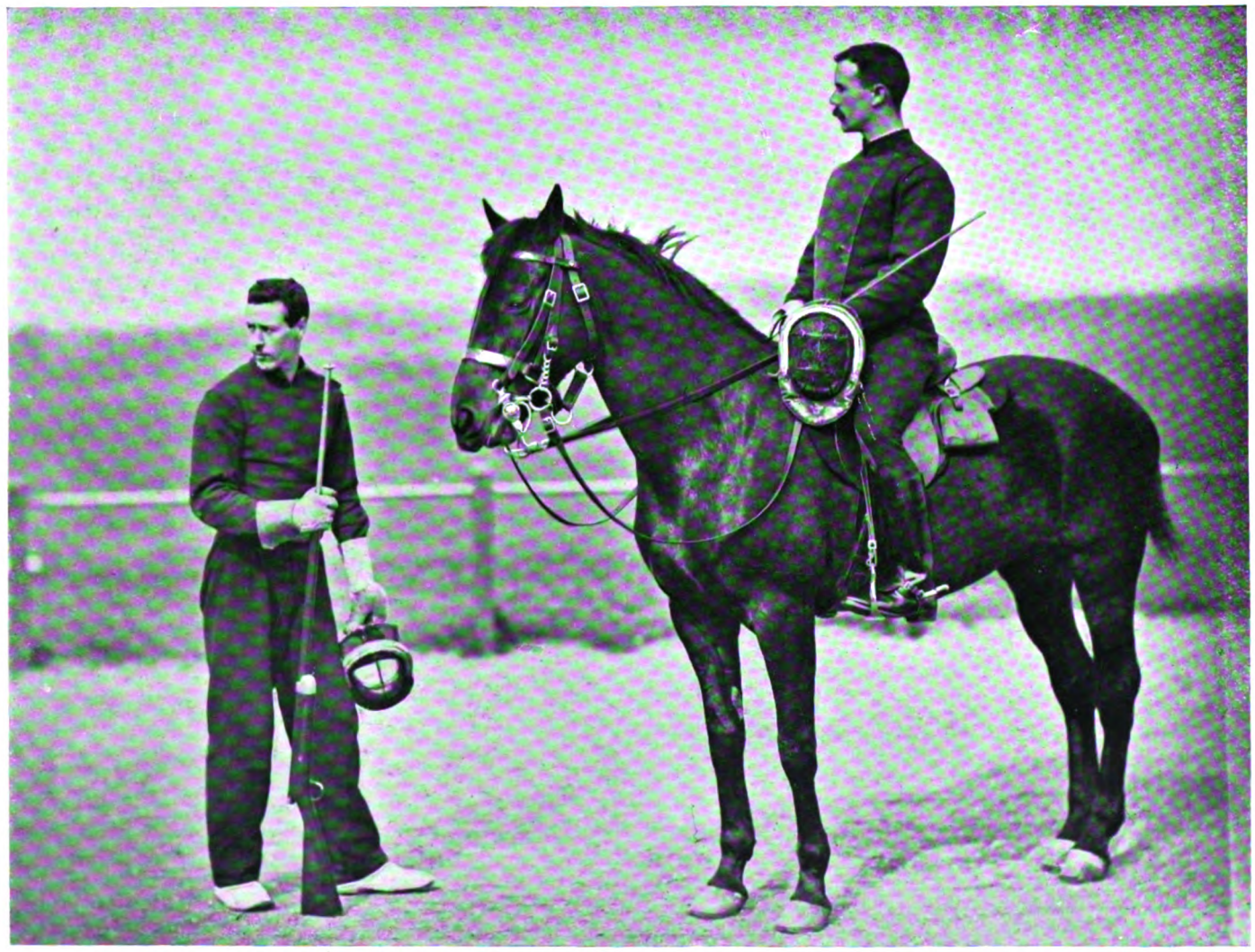
BAYONET v. LANCE:—A HIT FOR THE BAYONET.



SWORD v. BAYONET:—A HIT FOR THE SWORD.



SWORD v. BAYONET:—A HIT FOR THE BAYONET.



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THE COMBATANTS UNMASKED.

HERE we see two of the best swordsmen in the Queen's Army. Both belong to the Aldershot Gymnasium staff. Sergeant-Major PALMER, who is mounted, is second in command at the Gymnasium under Captain JOHNSTON. Sergeant FOERSTER is a 1st class Staff Instructor at Aldershot Gymnasium. Although in our upper photographs honours may be considered as "easy" between the mounted and the dismounted combatants, in such contests it is usually held that the odds are in favour of the man on foot.

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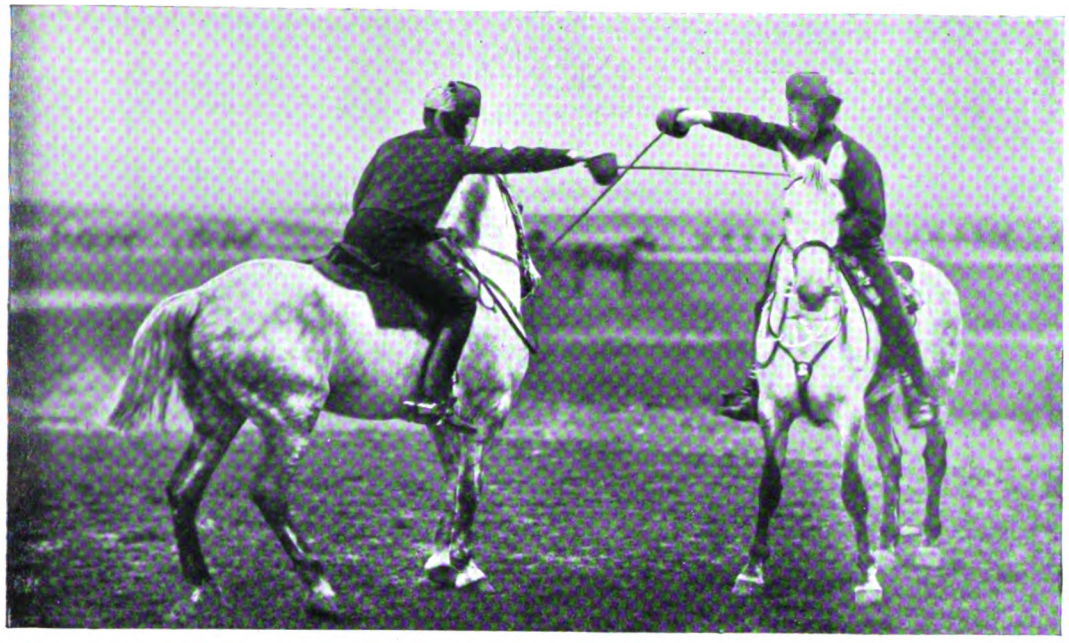
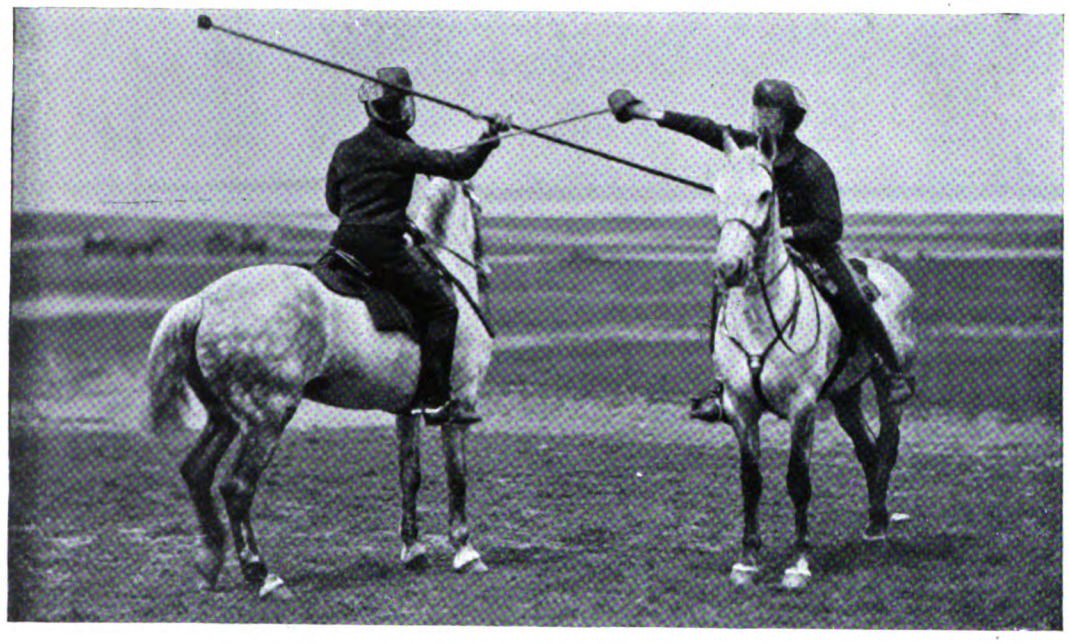


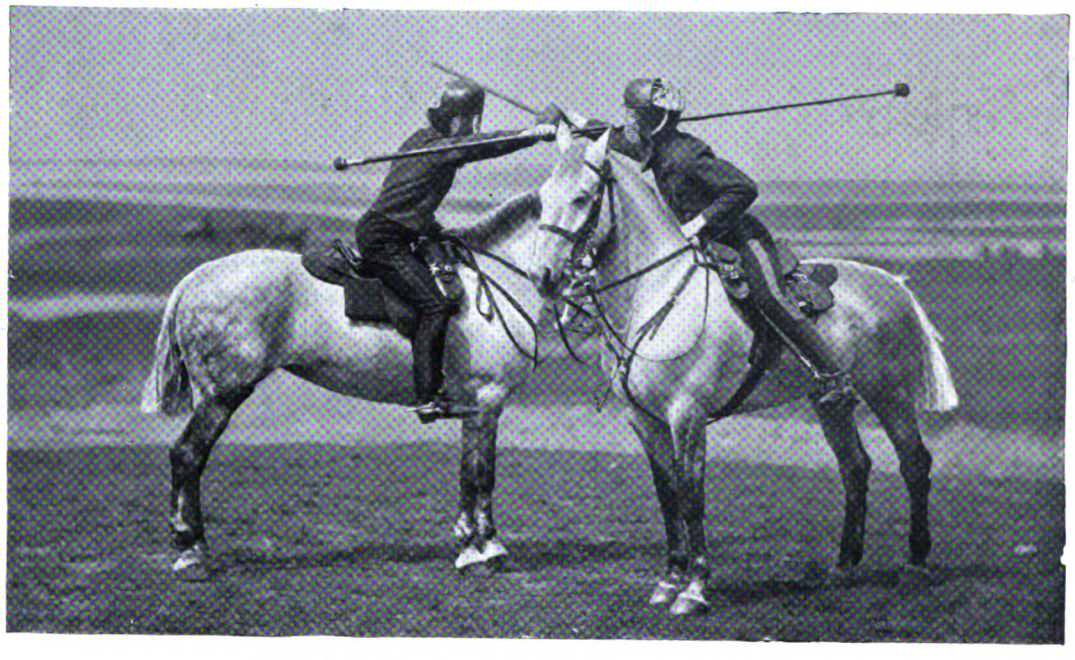
SWORD v. SWORD.

SWORD v. SWORD.



SWORD v. LANCE:—A HIT FOR THE LANCE.

Photos. F. G. O. S. GREGORY & CO., Military Opticians, 51, Strand.



SWORD v. LANCE:—A HIT FOR THE SWORD.

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THAT under ordinary conditions the lance as a rule, has the advantage over the sword in combat seems to be now generally admitted among military experts. So much so, indeed, in our own Service that within the last few weeks, at the request of their colonels, steps are being taken to re-arm certain of our Bengal cavalry regiments, hitherto armed only with the sword, with the lance as well—at any rate, for the front rank men of squadrons. Four of our dragoon regiments also, during the last few years, have been given lances. The sword, however, has some chances of its own, more particularly in single combat, where the lance—essentially the weapon for "shock-tactics" and to be used in attacks *en masse*—is apt to prove unwieldy against an active opponent who can get an attack home on the lancer's right side.

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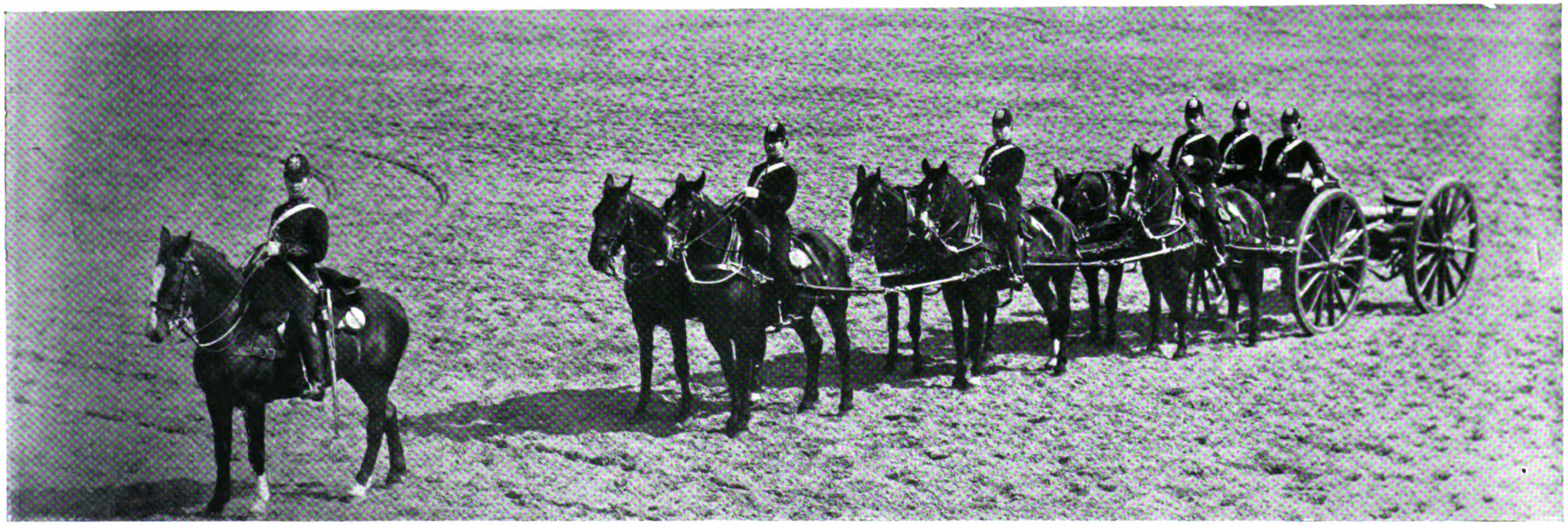
THE "CHESTNUT" TEAM OF "E" BATTERY, R.H.A.



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THE TEAM OF THE 3rd FIELD BATTERY.

THE upper photograph represents the "Chestnut" Team of "E" Battery of the Royal Horse Artillery. This Battery commanded by Major J. McDONNELL is stationed at Aldershot. The leader of the team is Sergeant Moss, with Drivers STANLEY, HILL and HICKMOTT. The lower photograph shows the team of the 3rd Battery of Field Artillery, which is also taking part in the Tournament. This battery is at Aldershot, and its commander is Major J. W. DUNLOP. The leader of the team is Sergeant A. J. BIDDLE, and seen with him are Drivers NICHOLS, RINGWOOD and BUSHEL, and Gunners LANGLEY and WILLIAMS. In Field Battery teams the gunners ride seated on the limbers and carriages of the guns; in Horse Artillery batteries the gunners are mounted and ride beside the guns. Below the "Chestnut" Team is shown in the Driving Competition.

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A ROYAL HORSE ARTILLERY DRIVING COMPETITION:—"HALT."

Photos. F. G. O. S. GREGORY & CO., Military Opticians, 51, Strand.

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SCOTS GREYS TENT-PEGGING.

WHO does not remember Lady Butler's famous picture, "Missed"—a Bengal Sowar at tent-pegging? If the Indian Army was originally the home of the exercise, or pastime, its exceptional value as an aid in cavalry training and horsemanship was recognised by our Military Authorities early, and soon led to its becoming acclimatized in the British Army at home. Here we have an instantaneous photograph of some men of the Scots Greys tent-pegging. Each man has been successful and has taken his peg. The peg, it should be observed, has by the rules of the game, to be taken at full gallop.

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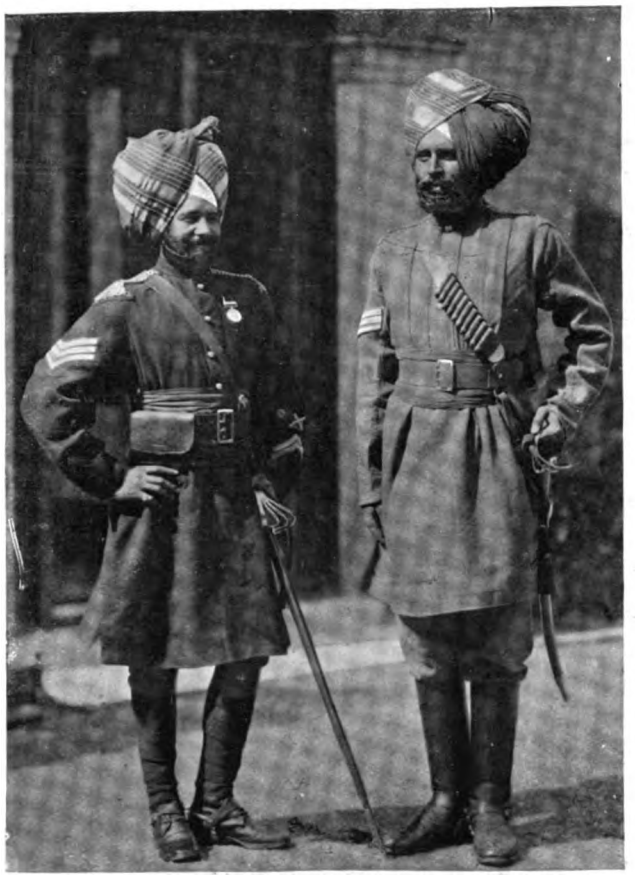
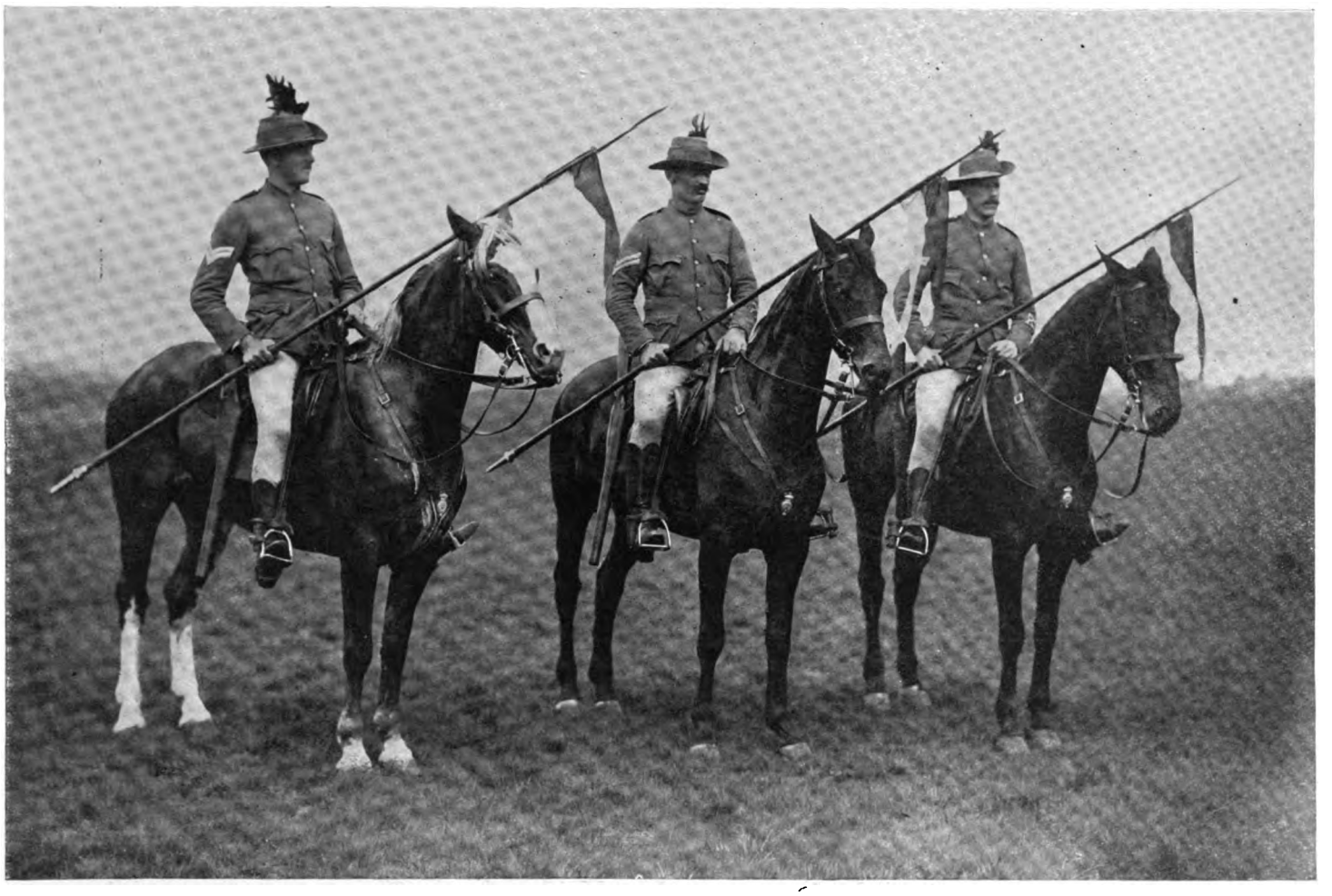


TYPES OF INDIAN CAVALRYMEN.

THE 1st (Prince Albert Victor's Own) Regiment of Punjab Cavalry, to which the man on the left belongs, is the senior mounted Corps of the Punjab Frontier Force. It was raised in May, 1849, on the "P. F. F." being constituted. The man on the right is a Duffadar of the 1st Contingent Indian Horse.

TYPES OF INDIAN CAVALRYMEN.

THE 1st Madras Lancers (to which the man on the left belongs) is a fine old regiment, first raised for the Army of the Nawab of the Carnatic, and taken over in 1784 by the East India Company. The Corps to which the right-hand man belongs, is the 4th Lancers of the Hyderabad Contingent—a Corps under special regulations at the disposal of the Government of India - dating from 1792.



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"Sons of the Empire":—Non-commissioned Officers of the New South Wales Lancers.

THE New South Wales Regiment of Lancer Volunteers is one of the best known in England of our Colonial corps, from the presence in London of a smart detachment of the regiment at the opening of the Imperial Institute in 1893. It was constituted in its present form in 1878, and comprises eight squadrons, with a cadet half-squadron. The troopers, who, in common with all the Australian volunteers, receive a small payment, are armed with lances, carbines and swords, exactly as in the Lancer regiments of the British Army. Their uniform is -- Bedford cord breeches, Khaki or buff-coloured tunic, and slouch hat turned up at one side, with a plume of glossy cock's feathers.

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"A" Field Battery, Royal Canadian Artillery:—Summer Drill Order.

HERE we have a "Sub-division," or single gun unit, without its wagon, belonging to the "A" Field Battery of the Royal Canadian Artillery, permanently stationed at the *Tête du Pont* Barracks, Kingston, Ontario, as equipped and appointed for the summer drill season. The sub-division shown in our photograph took the first prize last year in the regimental drill and driving competition, establishing a record for smartness and time.

"A" Field Battery, Royal Canadian Artillery:—Winter Drill Order.

THIS is the same "sub-division" as is seen in the higher photograph, as it appears in its Winter drill order, the ordinary field carriages of the summer drill season being replaced by "Drury" sleighs, as devised by the officer who at present commands the battery, Major C. W. DRURY, R.C.A. Our photograph was taken near the barracks of the Battery, on the ice on Lake Ontario, and shows the battery horsed and ready for service.

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THE COMMANDANT OF THE 18th BENGAL LANCERS.

LIEUT.-COL. G. L. R. RICHARDSON, C.I.E., the Commandant of the 18th Bengal Lancers, is one of the best known of our Indian cavalry officers. He was the officer who, in 1893, was selected to command the representatives of Indian cavalry sent over to England to escort the Queen at the opening of the Imperial Institute. The 18th Bengal Lancers were first raised in 1858, at the time of the Mutiny, as the 2nd Mahratta Horse. They did good service in 1879 in the Afghan War. Their uniform is scarlet with blue facings.

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THE ROYAL MILITARY TOURNAMENT.

IN the days gone by, under the able leadership of Colonel Onslow, with his vast experience, both military and theatrical, and with the business head and organizing capacity of Colonel Tully, the secretary, the Royal Military Tournament moved so smoothly that few were aware of the amount of detail which had been got through before the first man entered the arena at Islington.

Those, however, who were behind the scenes knew that no sooner was one Tournament over than it was necessary to cast about for fresh ideas and original features to interest the public in the following year.

It was natural, then, to ask when the old and tried men were superseded:—"How can a new management, and that an entirely amateur one, be expected to cope successfully with all these difficulties, when but six months are at their disposal and no arrangements are made for the coming year?"

It is, however, a fact that the new committee has determined to produce such novelties for the Tournament of 1896 as shall render it memorable. They have been well backed up by the Army; each branch of which Service has vied with the other to produce some new and interesting feature at Islington which should redound to the credit alike of itself and of the annual show of skill-at-arms in general.

The Sea Service has come forward also on this occasion to help its brothers in arms, and the circumstance that the seamen and marines have been so ready to assist in making the show representative of all arms, is a good augury for the harmonious co-operation of our land and sea forces when conjointly engaged in the defence of the Empire.

Altogether we think it will be found that the new management has surmounted its initial difficulties, and that the Tournament of 1896 compares very favourably with its predecessors at Islington,

Few people have any conception of the infinite pains that are taken to insure that only the very best of everything in the way of skill shall be exhibited at the Royal Military Tournament.

Naturally, it may be said, some training is necessary, but in addition to training, there is very strict selection. Let us, for example, trace the career of one of the tent-peggers whose clever manipulation of his horse and lance make it appear as if the horse and man were one instead of two. Early in the year, when the cold March winds are blowing, he may be seen practising on the sandy plains at Aldershot, or some other military station. Then at the beginning of April Regimental Tournaments are held, in which all men who care to do so, enter the lists and compete for prizes given by the Committee of the Royal Military Tournament. Those who have won prizes at this first meeting go on towards the end of April to a meeting at which the best regimental competitors of the district are assembled. Here again the weeding-out process is continued, and the pen is ruthlessly struck through many a good name, until there remains in each district but one tent-pegger, the survivor of the fittest: he proceeds to Agricultural Hall to endeavour to gain the prize in the presence of the bravest and fairest in England.

Or again, take the Musical Ride, one of the greatest attractions of the Tournament. Early in the year both man and horse have to be selected, and many a weary hour is spent in the regimental riding school before that precision of movement is attained which has for so many years characterised the Musical Double Ride at Islington.

These are merely examples of the training and exercise which our gallant soldiers go through in order that they may perfect themselves for an exhibition which serves a threefold purpose. It interests the public in the military arm, reminding our countrymen that the only way in which they can feel secure against foreign aggression is to prepare in peace time for war. It excites among our soldiers emulation, and that desire to excel in the military arts which is essential to efficiency. Thirdly, it benefits the military charities, and by this means affords to many a deserving servant of the nation proper attendance in time of sickness and a comfortable competence in his old age.

That in the show there will be many old favourites goes without saying, several of them being the modern equivalents for the military exercises which delighted our ancestors in the days when knights and men-at-arms jousted in the middle ages for the gage of the Queen of Love.

In this category we may include that item in the programme known as "heads and posts," which consists of three cuts and three points with a jump in the middle; eight seconds is the time allowed for this exercise, and happy is the man who is successful in overcoming every obstacle and completes his task in the allotted time.

The Field Artillery will display their accuracy in driving as usual, and very small indeed is the margin between the width of their wheels and the sides of the obstacles through which they have to pass. The Horse Artillery give a similar display, and soul-stirring is the sight as they gallop, two guns at a time, around the arena at what seems a breakneck pace.

Slicing the lemon, tent-pegging, and the rescue of a wounded comrade, are among other trials of skill and pluck with which the public are now well acquainted.

Then we may mention some of the novelties which appear for the first time at the Agricultural Hall.

First a party of bluejackets dragging a 9-pounder gun. Never before have the bluejackets appeared at the Royal Military Tournament. They are sure to have a hearty welcome. Watch with care the interesting display which they have prepared for us. They are taking the gun to pieces; it is removed from its carriage, the wheels are taken off, and everything is lying about the arena. Surely some accident must have happened! But no, wait a minute. See, the wheels are on again, the carriage is put together, the gun is mounted, and is now being fired. What a vast amount of practice this display must have entailed before it arrived at such a state of perfection!

Other new features of this year's Tournament are given by the Royal Horse Artillery, who, not content with their exhibition of skilful driving, have introduced a Musical Drive, which bids fair to be as popular with the audience as the well-known Musical Ride of the cavalry has been for many years past.

The 4th Queen's Own Hussars, also give a cavalry display, one of the chief merits of which is the excellent training of the horses, and the manner in which they lie down, and form a breastwork for their riders to fire over.

There is, as usual, the display, with several novel features, by the non-commissioned officers training at the Aldershot Gymnasium, a fine body of men doing credit to the care and attention bestowed on them by Colonel Fox, the instructor of gymnasium.

Now for this year's *pièce de resistance*. The pageant is called "The Sons of the Empire."

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For this sketch the committee are indebted to Lieut.-Col. Baden-Powell, of the 13th Hussars, now employed under Sir Frederick Carrington in the suppression of the Matabele Rebellion.

The first soldiers to enter the arena are four stalwart troopers of the Royal Horse Guards Blue with glittering helmets and cuirasses. Following them come the Scots Greys with the 9th Lancers and the 4th Hussars, completing the regular cavalry. The Mounted Infantry, the majority of whom are now, like Lieut.-Col. Baden-Powell, employed under Sir Frederick Carrington, are of special interest at the present moment, and very smart and soldier-like they look mounted on their small cobby horses, well fitted for *guerilla* warfare against the savage rebels of Rhodesia.

Then four stalwart warriors in blue and white will represent the Army Service Corps, without whose excellent organisation and help no General, however skilful, can conduct a lengthy campaign. The last of the cavalry sections represents the Middlesex Yeomanry; and they are followed by the Horse and Field Artillery.

The Queen's Company of the 1st Battalion Grenadier Guards furnish four fine men who worthily sustain the honour of the seven battalions of the brigade of Guards. The Royal Munsters have come all the way from Dublin to represent the Fusilier Brigade; the Highland Brigade are represented by the gallant Seaforths; the Middlesex Regiment appropriately represent the infantry of the line, while the Rifle Brigade complete this portion of the pageant.

Our volunteer force is well represented by the London Rifle Brigade, and a section from the 20th Middlesex (Artists), who appear with their bicycles.

A detachment of the Royal Irish Constabulary represents the semi-military force which has for so long borne the burden and heat of the day in the Emerald Isle.

Now India comes to the fore. The bodyguard of the Governor-General, splendidly caparisoned, fulfilling duties very similar to our Life Guards at home, followed by representatives of the cavalry of Bengal and the Punjaub. Then the Corps of Guides, Lancers for Madras and Bombay, and the Irregular Horse from Hyderabad and Central India bring up the rear of this portion of our Imperial Army.

A train of five mules carry a gun from one of the mountain batteries of India. It requires five mules to take a complete gun and its ammunition. One mule takes the breech-piece, one the muzzle-piece, one the carriage, another the wheels, while the last carries the ammunition. In case of emergency this gun can be fitted and fired in the course of a few seconds.

The Bengal Sappers and Miners are the only representatives of the engineering branch of the Service visiting us from India, but of infantry we have the Sikh with his long curled beard, the Goorka with his deadly *kookries*. Madras, Bombay, and Hyderabad, are all included in the display of Indian forces.

Now we pass across the globe from the east to west. Canada claims her share in this imperial pageant. First come the three regiments of Permanent Canadian Militia, arrayed in their winter garb, with the Artillery and Infantry carrying their snow-shoes on their backs.

Very picturesque they look, and warm as they must find them in this English clime, doubtless those scarlet comforters, which add so much to their appearance, are of real value in shielding them from the inclemencies of a Canadian winter.

The remainder of the Canadian detachment represent Militia similar in many respects to our own national force, the oldest military arm of the land; although in Canada it embraces Cavalry as well as Artillery and Infantry. As these troops only come up for the brief training during the summer months, they are not equipped in the furs and mocassins of the Permanent Force.

Once more the locale changes, and we see representatives of the sunny south. Do not these Cape Mounted Rifles bring vividly to our minds all that has been going on during the last few months in the southern portion of the great continent of Africa. It must be satisfactory to us to see what a valuable contingent here is revealed of native forces available in case of need to quell a savage rebellion or support the authority of the British Empire. It is curious to see the Highland costume of Scotland reproduced at the Cape of Good Hope and in Canada. It, however, shows how strong is the clannish feeling of the Scotsman, and how it makes itself felt in every part of the world.

Another Division represents the Goldfields of Australia. The Cavalry which heads them is that of the New South Wales Lancers, and very smart and soldier-like they look. Each Colony of Australia has its own representatives, and we must not forget that in many cases they are tried veterans who have fought side by side with us at Suakim, and who are ever ready to come to the help of the Mother Country should anyone threaten her welfare.

In another Division the diversity of the scattered possessions of the Empire is still further exhibited. Here we begin with the Royal Malta Fencible Artillery; with them are their Militia. Then we go to the Gold Coast, where we see four specimens of that gallant force, the Houssas or Gold Coast Constabulary, who did excellent service in the late Ashantee campaign. From the West Coast of Africa we go to the West Indies and see two sections from the island of Jamaica. British Guiana and Ceylon add their quota to this imposing procession, while the Hong Kong Submarine Miners in their pigtails and silken dresses form a picturesque climax to this parade of nations.

To make this pageant complete, there should certainly be represented in it the Royal Navy and the Royal Marines, for what would the defence of the Empire be without these ubiquitous forces? Our gallant tars with their distinctive colour, the white ensign, should surely head the line, for without their help the scattered sections of the land arms could not cross the seas or effect that junction which is necessary to enable them to counteract the big battalions of any possible foe. And then again the distinguished corps of Marines, both red and blue, who are ever the first to be called upon in times of emergency to supply a battalion for foreign service. "The most popular body of men in the British Service," as they have been called, always elicit a hearty cheer as they come swinging by in the parade to the tune of "A Life on the Ocean Wave," which is invariably played by their magnificent band when they march past the saluting point. The Navy and Marines are indeed among the Sons of the Empire.

Thus the pageant will help us to realise the mighty forces which are ready at the call of duty to prove that they are subjects of Her Majesty the Empress-Queen.

The Tournament ends with a display of "All Arms." The scene is laid this year in Afghanistan. A cavalry detachment arrives, reconnoitres the fort, and finding it apparently deserted, moves off. They are succeeded by infantry, who, while bivouacing under its shade, are surprised and almost annihilated by the Afghans, who have been lying in ambush. However, reinforcements are at hand, the Afghans are beaten back, and although they have blown up their bridges and retired into their fort, vengeance pursues them, and, with the aid of the bridging battalion of the Royal Engineers, our troops storm the fortress and plant upon it the Union Jack.

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TROOPING THE COLOUR.

THE origin of the respect and honour paid to the "Colour" dates from the time when the Roman legions marched on their triumphant way, fighting round and under the shadow of their straw-crowned poles, the appearance of which in time to come was universally regarded as the precursor of victory.

The Colours of a regiment, properly speaking, are meant to serve as the rallying-points for the soldiers who fight for and under them. In their primary form they were merely handfuls of fern or straw fastened to the tops of poles, and in that shape were carried by the Romans. Julius Cæsar tells us in his account of his battle with the Nervii in Belgium, in 57 B.C., that his men were trained, when separated from their company "Colour" to rally round the first colour they could find, and not lose time seeking for their own.

This handful of straw, *manipulus* in Latin, gave its name to the Roman company of 120 men, which was divided into two half-companies, *centuriæ*, of 60 men each. Three of these *manipuli* formed one cohort, and ten cohorts one legion. Afterwards each cohort had its own standard, the straw at the top of the poles disappeared, and its place taken by some symbol, such as an eagle, a bear, a globe, &c. Later, each cohort displayed a banner made of a square piece of cloth embroidered with its individual device.

Coming to mediæval times we find that the banner changed its shape and became more of the swallow-tailed, or pennon description. As carried by a knight, it was divided into three portions—one containing his heraldic arms, then came his badge or cognizance, and lastly, his crest. This pennon, flag, or standard, then became known as the "colour" of the knight.

"Then the Knighte in his colours was armit ful clene."

Anturs of Arthur.

In a curious old book published in 1598 by Richard Barret, entitled, "Theorike and Practike of Modern Warres," there occurs this passage in reference to what might be called company colours: "We Englishmen do call them of late colours, by reason of the variety of colours they be made of, whereby they be the better noted and known to the company."

There is a sentiment, almost impossible to describe, clinging round the regimental colours; even the phrase *esprit de corps* is somewhat inadequate. Soldier and civilian alike cannot but feel its influence, which is, perhaps, strongest when they see the extreme veneration, the excessive honour and respect paid to the scraps of embroidered silk, for the safety and in the defence of which countless lives have been cheerfully laid down and rivers of blood poured out.

It is difficult for anybody when looking at the faded, torn fragments of discoloured flags enshrined in the cool, peaceful quiet of a cathedral or church, to repress the lump-raising, choking feeling in the throat that the sight of the mutilated morsels of the once gaily-waving banner calls forth.

The ever lamented husband of our gracious Queen, nearly fifty years ago, expressed something of this sentiment, which in such an elusive manner defies mere verbal description, when he presented new Colours to the Royal Welsh Fusiliers in 1849.

"Receive these Colours," he said, "*one* emphatically called *The Queen's*—let it be a pledge of your loyalty to your Sovereign, and of obedience to the laws of your country; the *other*, more especially the *Regimental* one—let that be a pledge of your determination to maintain the honour of your regiment. In looking at the one—you will think of your Sovereign; in looking at the other—you think of those who have fought, bled, and conquered before you."

Of all the honours which are paid to the colour, the greatest is, without doubt, that known as "trooping" it. When this ceremony first became a ceremony, pure and simple, is a matter of uncertainty. The earliest mention of this parade occurs a hundred and ten years ago, and from the description then given, it would appear that the stately attention now paid to the colour only occasionally, was then a matter of far less rare occurrence; at any rate, that it took place whenever the regiment had been on parade.

It all depends upon what the ancient writer, Francis Grose, exactly meant by the words "when the ensign returns from the field." At all events, whatever his meaning was, he describes what was evidently the practice in his day, and perhaps for some time before.

Although at the time he wrote, in 1786, a regiment was formed in three divisions—a central division of pikemen, flanked on either side by a division of musketeers, and each regiment carried three colours, Grose does not specify which colour was so honoured.

However, when the captain led his troops "from the field," and near to the place where the colour was to be lodged, he drew up the musketeers in line, while the pikemen took up a position in the rear of the centre of the line. The ensign-bearer, with the colour guarded on each side by a sergeant, stood between the two bodies. The captain then marched in front of the colour with the drums, and the lieutenant came immediately behind the ensign-bearer, who carried the colour furled. The company then "trooped up" to the ensign's quarters, was halted, and the ensign, bowing to the captain, carried in the colour. The musketeers thereupon fired "one entire volley," and dispersed to their quarters.

This ceremony was dignified by the term of "this large circumstance," and presumably took up some amount of time, for there is another description of the parade which was to be used if time pressed. In this case the whole company was drawn up in a body and escorted the ensign and the colour to the former's quarters, and, after seeing the standard safely housed fired a volley and was dismissed.

It was incumbent in those days upon every private and non-commissioned officer to know where the colour was lodged, because that place was the rallying point for the company when the "assembly" was sounded. There were then no barracks, the soldiers being billeted about the neighbourhood in inns, &c.

It may, therefore, be fair to suppose that the colour was trooped each time it was carried back after being had out on parade. But the ceremony probably fell into disuse and was employed only on comparatively rare occasions. It is said, however, that the Prince Regent was in the habit of ordering the manœuvre to take place frequently in the early morning as a test of the sobriety of his officers the evening before; because, unless a man was very steady on his feet, the effect of the slow march of the officers right across the ground to their respective companies, with which the modern "trooping" commences was disastrous. It may be compared to the time-honoured test of walking on a chalked line.

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At the present time the two colours are trooped only when new ones are presented to a regiment, and it is the old standards which are so honoured. But on Her Majesty's Birthday, the Queen's colour alone is paraded. In London the ceremony is performed by the Foot Guards on the spacious parade ground behind the Horse Guards, in St. James's Park, always in the presence of a large assembly, not only of the public but of notable people. The Duke of Cambridge, as Colonel-in-Chief of the Grenadier Guards, is usually present, generally accompanied by the Prince of Wales, who often wears the Guards-like uniform and busby of the venerable Honourable Artillery Company, of which he is the colonel. The windows immediately over the archway of the Commander-in-Chief's room at the Horse Guards are generally occupied by members of the Royal Family.

The ceremony begins about half-past nine in the morning by the arrival of the Commander-in-Chief of the Army, accompanied by the Headquarters Staff—a magnificent and glittering procession, crowned with a sea of tossing white feather plumes.

The troops, consisting of the Queen's Guard for St. James's Palace and the rest of the regiment detailed to carry out the parade, is drawn up in line facing the buildings, with the Queen's Guard on the extreme right. The colour, held by a sergeant and guarded by two picked sentries, usually chosen for their smartness and size, takes up a position in front of the left of the line, facing inwards and fronting the massed bands of the Brigade, which forms up on the right of the line. After the adjutant has "opened" the ranks, he hands over the command to the brigade-major, who then inspects them.

The drums then beat the "assembly," marching across the parade, and, simultaneously, the company officers fall in opposite their respective companies on the saluting base, which will presently be occupied by the Commander-in-Chief. The Brigade-Major then calls the battalion to attention, gives the order to fix bayonets, and shoulder arms, and hands over the detail of duties to the Field Officer of the day, who thereupon takes entire command of the parade.

The company officers then march straight across the ground in line to their companies. It is an extremely difficult movement for the officers to keep in correct alignment and march in a perfectly straight line at a considerable distance apart from each other, and requires a great deal of practice.

The band and drums then play what is known as a "Troop," marching as they play from right to left of the line.

On reaching the colour, they countermarch, halt and cease playing. They then strike up a Quick March and return to their original position.

The "escort for the colour," which is the Queen's Guard, with the "Lieutenant for the Colour" in front of the centre, the Sergeant-Major, with drawn sword, in rear of the centre file, and preceded by the band playing "The British Grenadiers," moves out, turns to the left, and marches up to and halts in front of the colour. The Sergeant-Major advances to receive the colour, and returns to the escort. The lieutenant meets him, takes the colour, and turns about, facing the escort. The escort then presents arms, and the Sergeant-Major salutes with his sword exactly as the officers do, and the band plays "God Save the Queen."

The colour is then escorted across the parade, and taken along the front of the line, between the officers and the front rank of the rest of the troops, the front rank of the escort filing between the ranks; the rear rank of the escort filing between the rear and supernumerary ranks of the remainder of the Battalion.

The escort and colour are then formed up on the right of the line, and the whole body of troops marches past the Commander-in-Chief as a Battalion in column, first in slow and then in quick time.

The Queen's Guard and colour is then marched off the ground to St. James's Palace, where the old guard is relieved, and the rest of the troops return to their duties.

The ceremony of trooping the colour is remarkable, if for no other reason, as being the only occasion in peace time when the Sergeant-Major draws his sword and salutes with it in exactly the same manner as does a commissioned officer.

The parade usually takes place in almost every garrison town in the kingdom on the Queen's Birthday, or, rather, the day set apart for its observance; but special brilliance and importance is added to the scene in London in consequence of it occurring in the height of the season.

The ground outside the space kept clear by the sentries is covered with masses of people, while favoured holders of tickets issued by the commanding officer of the battalion carrying out the trooping, occupy positions better fitted for viewing the proceedings.

Every window in the large government buildings looking on to the parade ground is crowded with spectators; and the spectacle regarded as a whole from the windows, or, better still, from the roof of the Admiralty, is imposing, and is not without beauty. The dense, dark fringe of spectators, spotted here and there with ladies' light-coloured dresses; the castle-like front of the Headquarters of the Army, dwarfed by its lofty neighbours, with the large orderly space before it marked out with red dots at regular intervals, and splashed with masses of scarlet; the glittering of the bandsmen's gold lace and shining brass instruments, all combine to make up a pageant worthy to be shown as a rare sight to all men, and one calculated to make an Englishman's heart glow with honest pride as he gazes round at this fitting representation of "England, Home and Beauty."

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Gunners of "A" Battery of the Royal Canadian Artillery Equipped for Winter Service.

THESE are some of the Gunners of "A" Field Battery of the Royal Canadian Artillery in their winter garb, equipped with snow shoes and ready for campaigning amid ice and snow. The Dominion Government keeps up a regular Corps of Artillery, distributed into three Batteries, of which "A" Field Battery is the senior. There are also fifteen Militia Field Batteries on the Canadian Establishment, mobilized for training at fixed periods.

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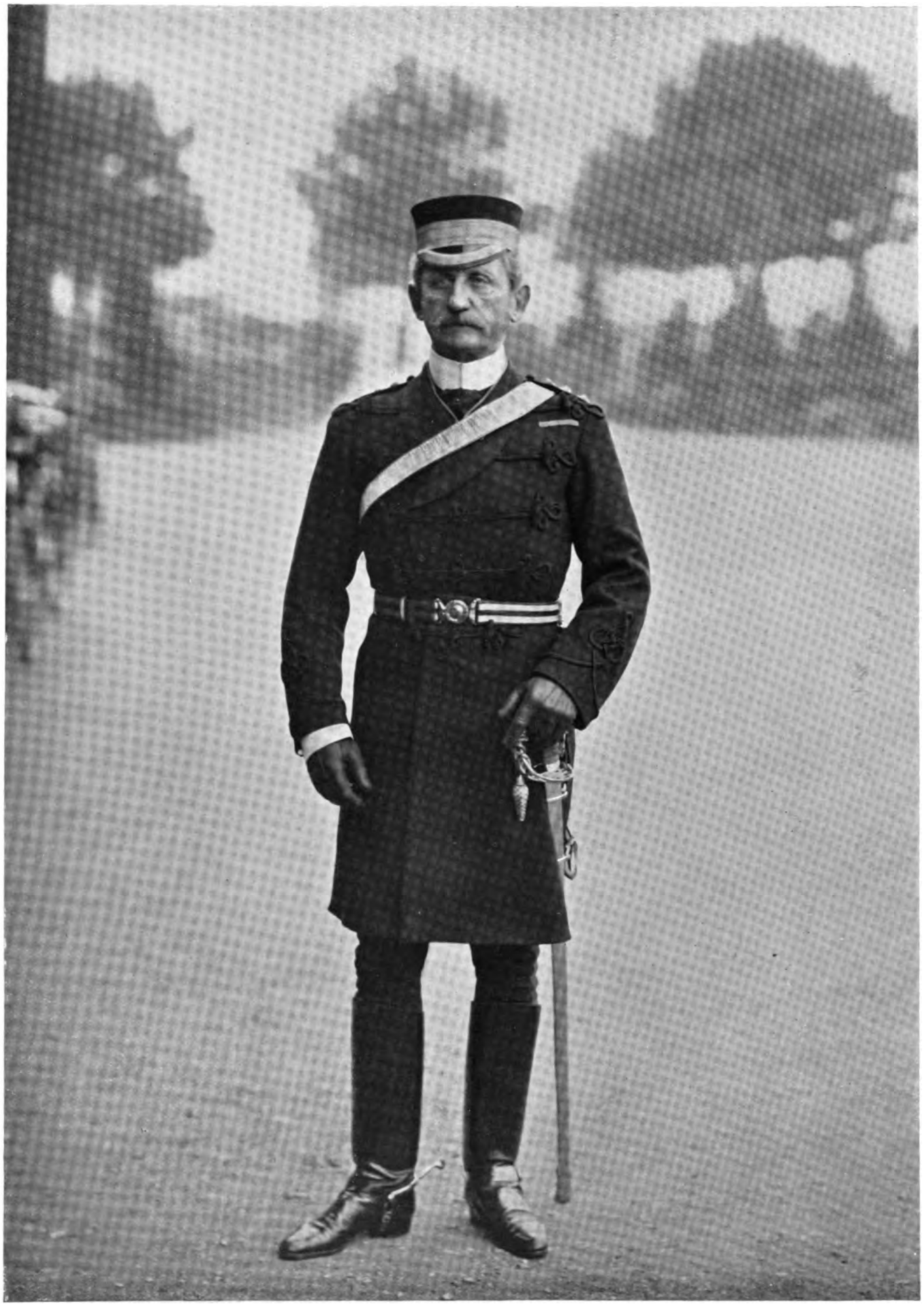

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COLONEL FOX: THE INSPECTOR OF ARMY GYMNASIA.

COLONEL G. M. FOX, Inspector of Army Gymnasia, is the officer specially in charge of the department of the Army which deals with the physical training and development of the soldier. Some of his best men—specially selected for the occasion from among the instructors at Aldershot Headquarter Gymnasium—are seen every year at the Tournament at Islington. The training of the Army in swordsmanship comes also within COLONEL FOX'S supervision, and to him is due the credit of introducing the new system of sword exercise, based on Masiello's Italian method of fence, in place of the practice based on the French method, hitherto in vogue in the British Army.

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IN THE GYMNASIUM AT ALDERSHOT.

THE first gymnasium constructed in England for military training was built at Aldershot permanent barracks. Although on the Continent in foreign armies gymnastics had long formed part of the course of training for soldiers, until about 1860 nothing of the kind was recognised in the British Army. A committee of officers was then formed and sent to Paris to study and inquire into the system in use in the French Army, and the introduction of a system of gymnastic training at Aldershot, was in due course the result of the committee's report. The design of the Aldershot gymnasium building, as originally constructed, was taken from the gymnasium at Oxford, which was at that time the best, if not the only building of the kind, in England.

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BAYONET CLASS DRILL AT ALDERSHOT.

HERE are the men of an Aldershot class going through individual practice under the eyes of their instructor—man being pitted against man in a kind of friendly duel, to lunge and parry, and so on, until one of the men, as we see in the photograph, has got the best of it. The instructor acts as chief umpire, checks and notes the points made, stops any attempt at unfair play, prevents bad blood being shown, and criticizes faults all round.

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SWORD CLASS DRILL AT ALDERSHOT.

IN this photograph we have a class under instruction in fencing at the Aldershot Gymnasium, the Head-quarter establishment of the Army for everything that appertains to the physical training of the soldier. It is at Aldershot, under the supervision of Colonel Fox, that our non-commissioned officers are trained for the post of regimental fencing instructors, as well as for that of instructors in gymnasia, and a class of these it is that we see here giving a display of swordsmanship.

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LIVING PYRAMIDS:—DISPLAY BY THE TRAINING STAFF AT ALDERSHOT GYMNASIUM.

THESE men are all trained soldiers in the Army, and belong to the staff of instructors attached to the Headquarter Gymnasium at Aldershot. Of the thoroughness and exacting nature of their training the triple pyramid tableau shown above gives ample evidence, as a combination, that even professional acrobats would find it hard to match, of endurance, suppleness, agility and nerve There are sixty-two men altogether taking part in the performance, and the steadiness of balance of the whole depends on the steadiness of every single man in each pyramid individually, whether standing above or on the ground. The leader of the squad is seen facing the reader in front of the centre pyramid.

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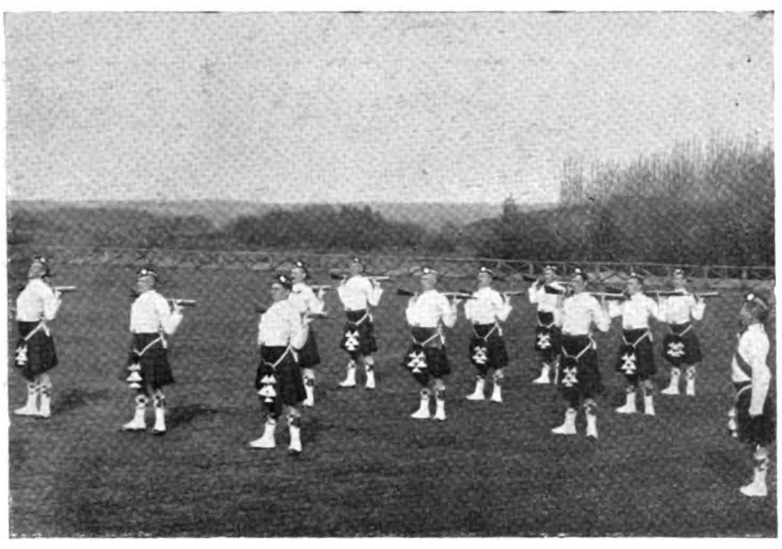

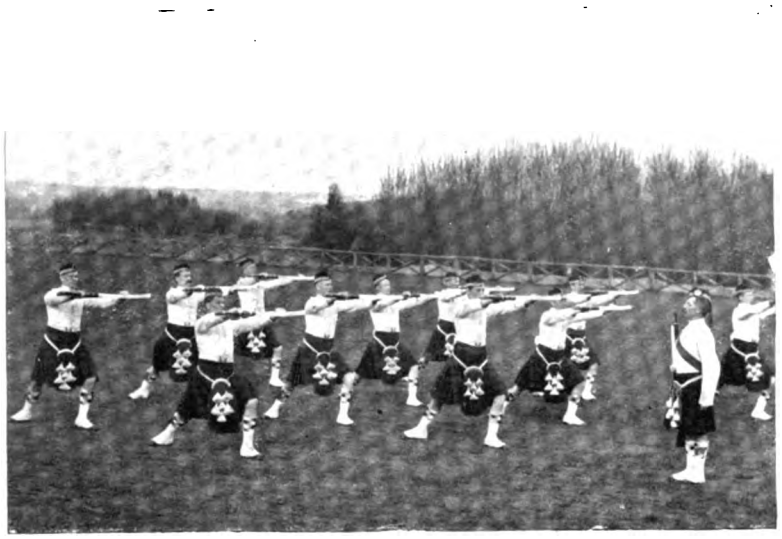

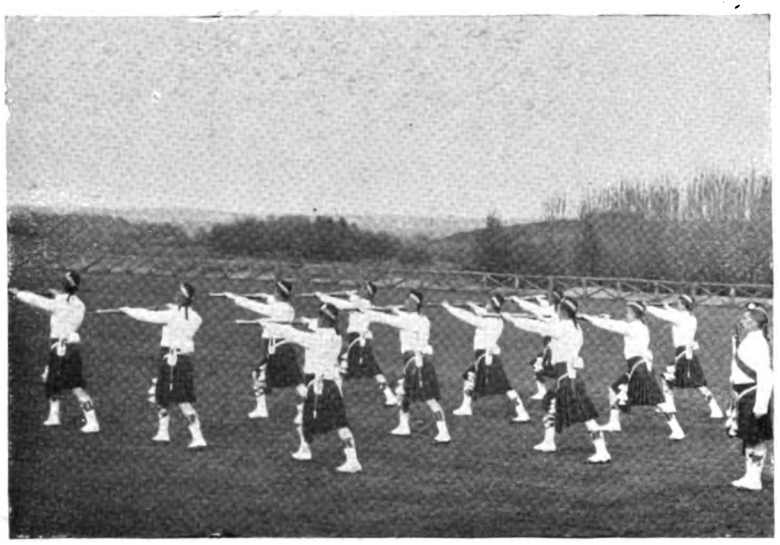

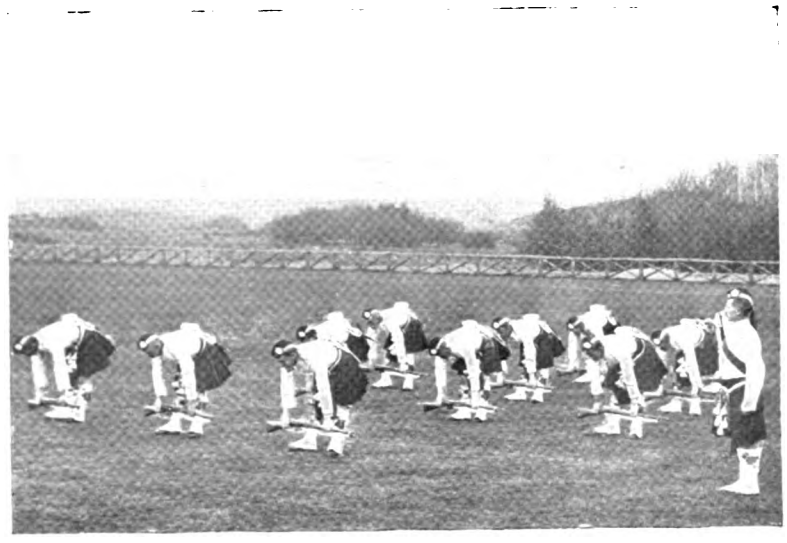

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PHYSICAL DRILL.

PHYSICAL Drill is of comparatively recent introduction into the Army. It is one of the most interesting of parade exercises to watch, more especially when the various motions are made by a Battalion to the accompaniment of the band. As at bayonet exercise, the men extend in open order leaving ample space between ranks and files, and then, on the preliminary order being given, either judging their own time or to music, they go through the various calisthenic movements in unison, with the rifle—now held close, now at arm's length, now upwards, now downwards; first facing to the front, and then facing to the rear. The men shown going through some of the most striking movements of the drill belong to the 1st Battalion of the Argyll and Sutherland Highlanders, at Aldershot Camp. They are in undress, drill order, and wear the old white patrol jacket, which the Highland regiments and the Guards alone, of all the Army, still retain.

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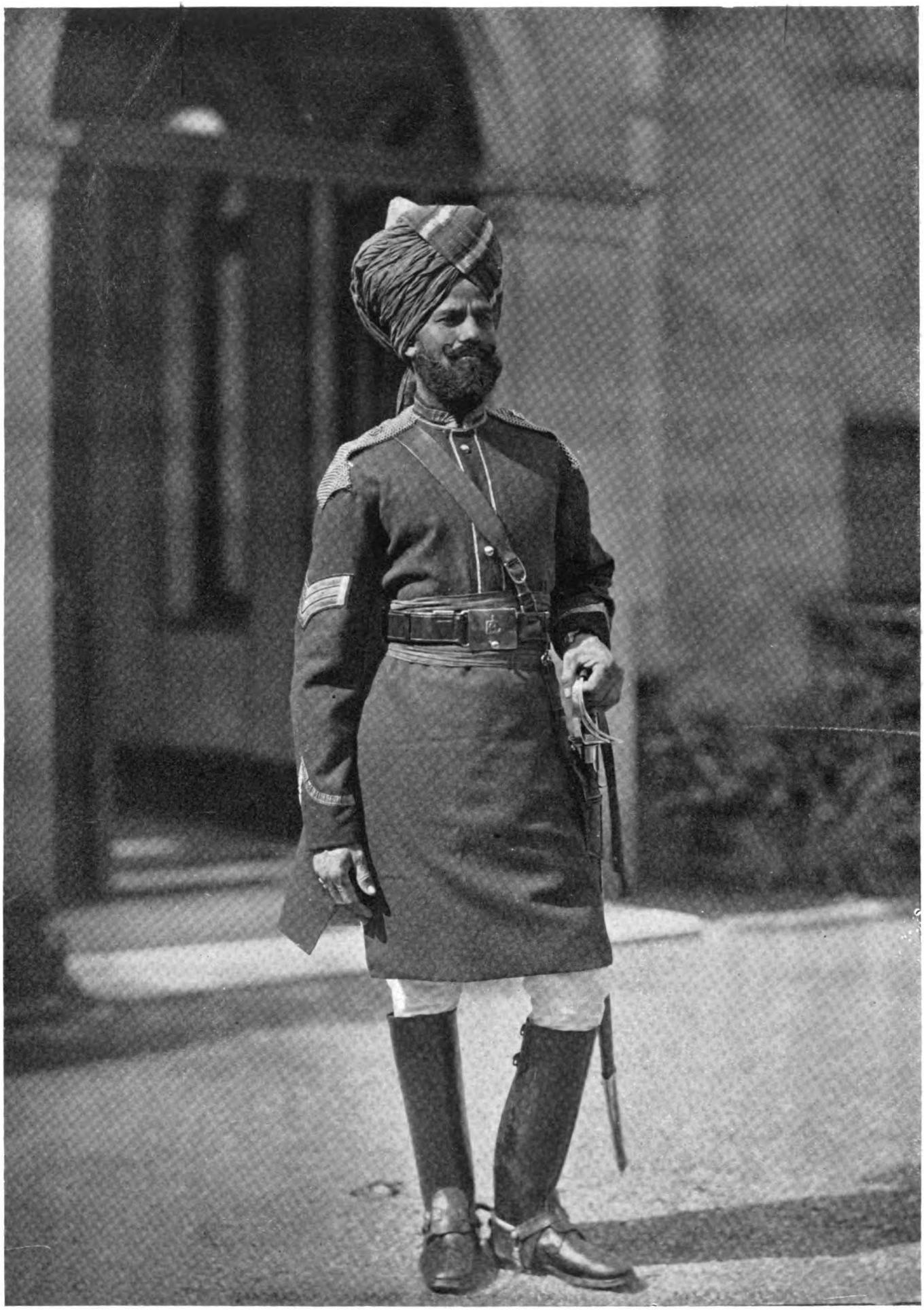

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A DUFFADAR OF THE 1st BENGAL CAVALRY.

THE 1st Bengal Cavalry, of which distinguished regiment we here see a Duffadar, or sergeant, is one of the oldest mounted corps now existing on the Bengal establishment of the Indian Army. It is the famous old 1st Irregular Cavalry of "John Company's" forces—"Skinner's Horse"—and was first raised as long ago as 1803. As one of the faithful few among the East India Company's regiments during the Mutiny the 1st Irregulars were, in 1860, taken into the Queen's Service as the senior cavalry regiment of the Bengal Army, the regiment being further permitted to retain its record of battle services under the old *régime*:—Bhurtpore (1805), and Candahar, (1842). The uniform of the 1st B.C. is yellow with black facings.

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THE SCOTS GREYS IN THE "MUSICAL RIDE."

THE Scots Greys are old favourites at the Royal Military Tournament at Islington, where once more this year it falls to their lot to "witch the world with noble horsemanship" in the ever popular Musical Ride. For picturesque effect in the Musical Ride the Household Cavalry can even hardly vie with the Scots Greys, whose distinctive garb—plumed bearskins, scarlet tunics and grey horses, with the lance pennants waving over all, enhance greatly the attractiveness of what is one of the most pleasing of military spectacles—the sight of a body of men and horses moving rhythmically among themselves and without words of command, in and out and to and fro, altering from one formation and figure to another, in accordance with the music of the band.

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THE NAVY & ARMY ILLUSTRATED.

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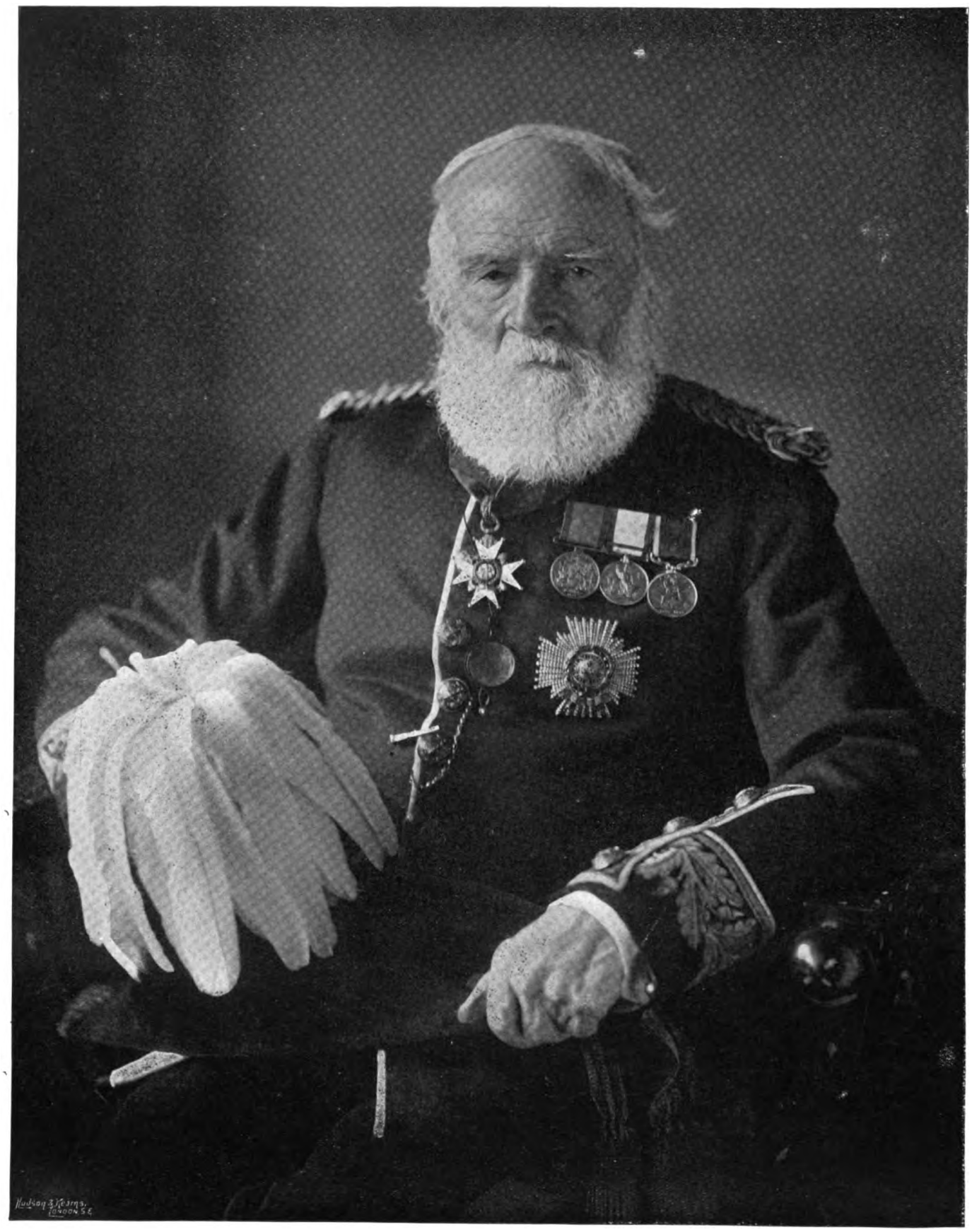

Photo. by ELLIOTT & FRY, Baker Street.

General Sir ANTHONY BLAXLAND STRANSHAM, K.C.B.

GENERAL SIR ANTHONY BLAXLAND STRANSHAM, K.C.B., was born on the 22nd of December, 1805, the year of Trafalgar, and is thus in his ninety-first year. He entered the Marines on the 1st of January, 1823, and saw active service in this Royal and gallant Corps for upwards of fifty-three years, retiring with the rank of General on the 24th of December, 1875. Four years after entering the Service he was present as a Subaltern at the battle of Navarino (20th October, 1827), and is one of the very few survivors of that notable engagement. Then, after various service, he went to China, where, from 1840 until the end of the war, he participated in every action of importance in command of the men of his distinguished Corps, was wounded and for his gallantry specially promoted to Brevet-Major on obtaining his Company. He also wears the Baltic medal, for he was with "Charlie" Napier in 1854. From 1862-67 General Sir ANTHONY STRANSHAM was Inspector-General of the Corps, he is, of course, in receipt of a good Service pension and is the senior Knight Commander of the Bath in the Navy.

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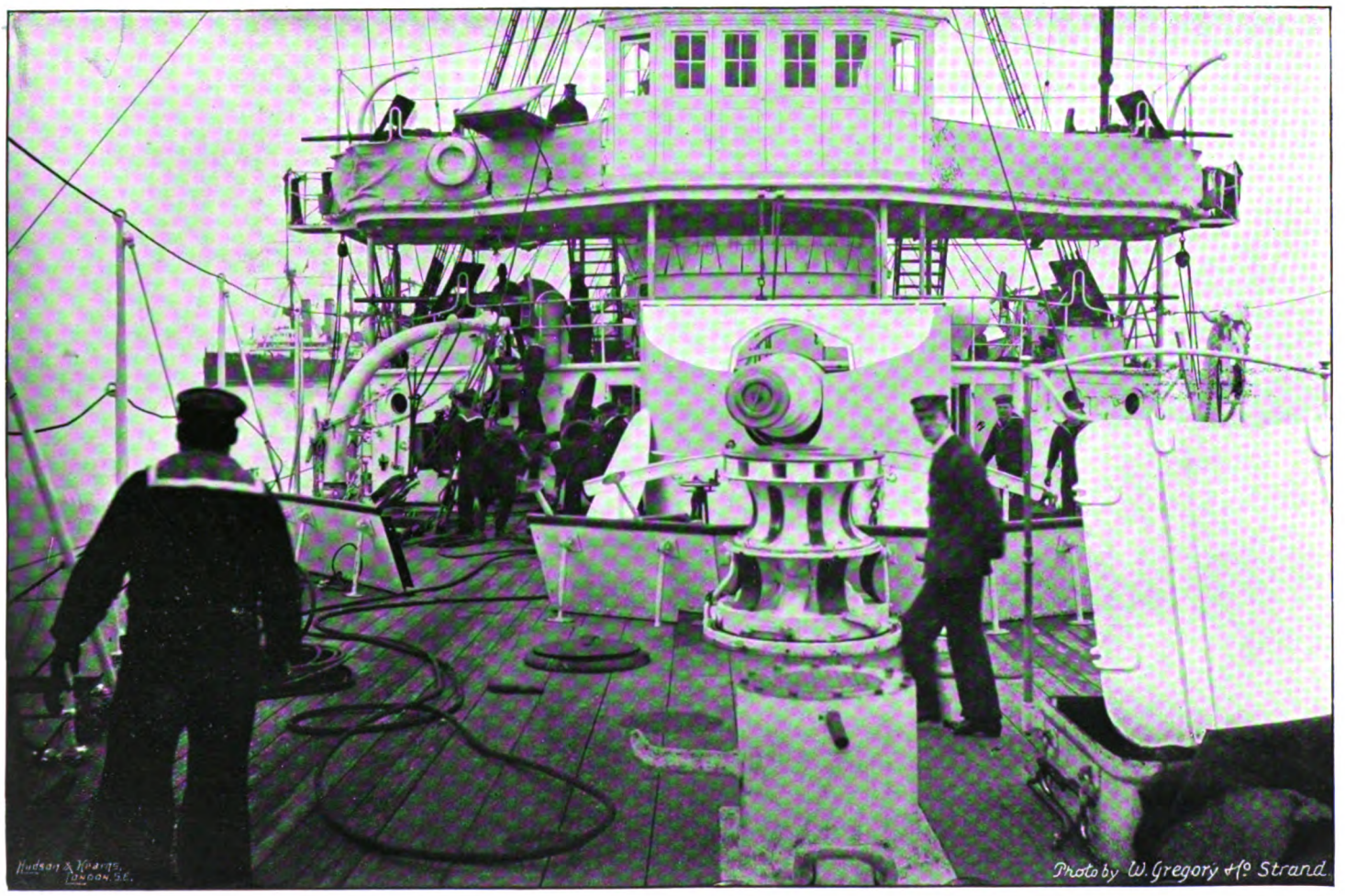
TORPEDO INSTRUCTION ON BOARD THE "THESEUS."

HERE are two Naval Cadets and a Midshipman of the cruiser "Theseus" being instructed by a Petty Officer in the technical "points" of a Whitehead torpedo. The Midshipman is shown working the propeller at the tail of the "fish." Every Midshipman, before passing for his Lieutenant's commission, has to go through a preliminary course of torpedo instruction, to be supplemented later on, as opportunity arises, by a course of instruction in the "Vernon" or "Defiance," the torpedo school ships at Portsmouth and Devonport respectively. These courses are for general duty officers, not for those who make a specialist study of the torpedo warfare as their particular "line" in the Service.



THE AFTER 22-TON GUN AND SHIELD OF THE CRUISER "THESEUS."

THE "Theseus" and her sister cruisers of the same type mount, as their principal heavy armament two 22-ton guns each of 9·2 inches calibre. One piece is situated forward and the other aft; each gun being protected by a large shield of steel, 3 inches thick, which shelters the breech of the gun and the gun's crew on all sides except to the rear. The gun and its mountings, which are on the Vavasseur principle, are entirely worked by hand, and every operation can be managed by one man, while the ammunition comes up a hoist through a tube in the centre of the mounting, an arrangement that enables the loading to be effected when the gun is in any position, or pointing in any direction.

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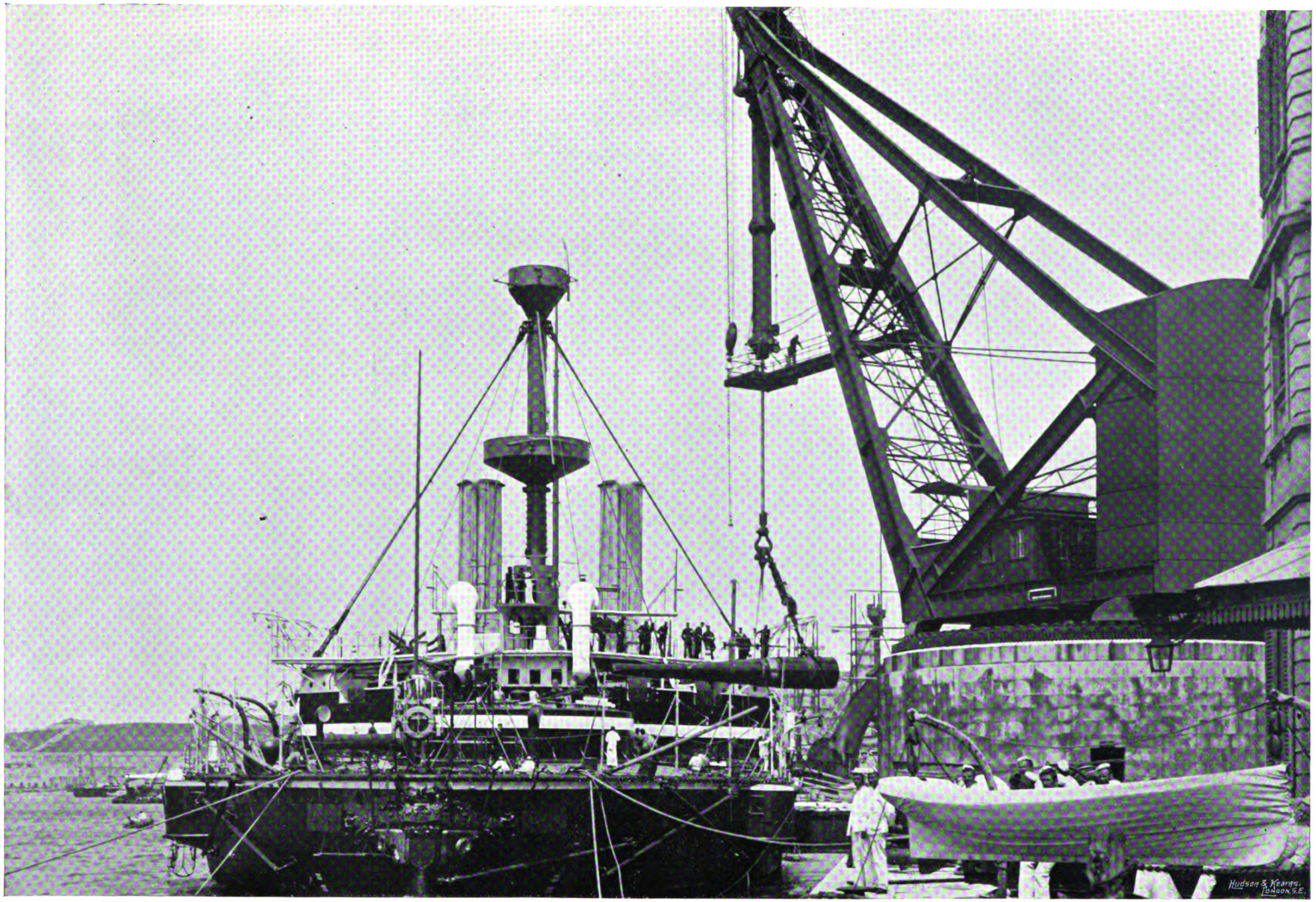

Photo. by R. ELLIS, Malta *Copyright.—HUDSON & KEARNS.*

HOISTING OUT ONE OF THE "TRAFALGAR'S" 67-TON GUNS.

THE disembarkation of a battleship's big guns is a proceeding that takes place in all men-of-war at varying intervals for the purpose of replacing worn or damaged pieces by new. After a limited number of rounds a gun loses its accuracy through the effect of corrosion caused by the powder gases, and requires re-lining or re-fitting with a fresh inner tube. A 67-ton gun, for instance, such as that we see here being hoisted out of the after turret of the "Trafalgar" in Malta Dockyard, has a "life," as it is termed, of 120 rounds with full charges, or of 400 rounds with half charges and of 200 rounds with three-quarter charges. After firing this number of rounds the gun goes back to the arsenal for inspection and, if necessary, for renewal. By regulation, in peace practice half charges only are used, with an occasional three-quarter charge to test the proper working of the gun mountings; the full charge being reserved for employment in war.

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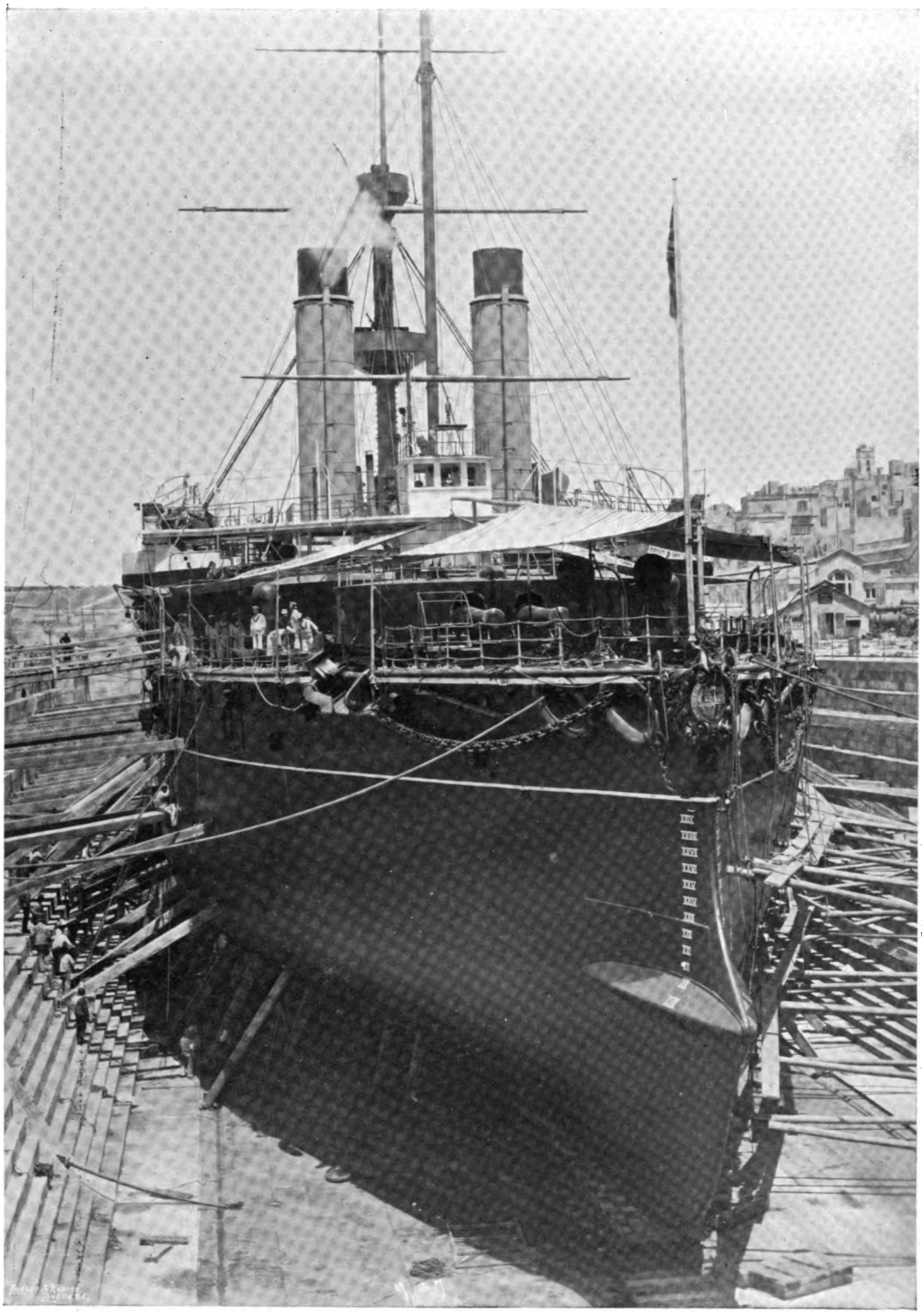

Photo. by R. ELLIS, Malta. *Copyright.—HUDSON & KEARNS.*

H.M.S. "NILE" IN DRY DOCK AT MALTA.

HERE we have an end-on view of the "Nile," of the Mediterranean Fleet, with her bows towards the reader, taken when the ship was lying in dock at Malta. The "Nile," although not one of our newest armour-clads, is one of the most powerful battleships afloat. She is a vessel of 11,940 tons and 12,000 horse-power, built at Pembroke and completed for sea in 1890. Like her sister ship the "Trafalgar," the "Nile" is a turret ship, carrying 67-ton guns in her turrets, with a "secondary" armament of six 4·7 quick-firers and lighter pieces. The "Nile" owes her name to Nelson's great victory over Brueys of ninety-eight years ago. Her immediate predecessor in the Navy List, the "Nile" 90-gun line of battleship, built in 1839, is still in existence, serving in the Mersey as a Mercantile Marine officers' training ship under the name of "Conway."

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Photo. F. G. O. S. GREGORY & CO., Naval Opticians, 51, Strand. *Copyright.—HUDSON & KEARNS.*

A MESSAGE FOR THE CAPTAIN OF THE "MAGNIFICENT."

THE two officers here shown are the captain and commander of the battleship "Magnificent," Captain CHARLES JAMES BARLOW, D.S.O., flag-captain to Rear-Admiral ALINGTON, second in command of the Channel Squadron, and Commander FREDERICK EDWARD ERRINGTON BROCK. They are shown discussing a message written down on a signal-slate as received by signal from another ship, and brought to Captain BARLOW on the quarter-deck by one of the signal men, who is seen standing near by waiting to return to the bridge with the slate and the captain's answer. The noting down of messages on a slate on board ship is a very old usage in the Royal Navy. In this way Nelson's famous message at Trafalgar was noted down by Signal-Lieutenant PASCO of the "Victory" from the Admiral's own lips, and as received on board the different ships, the words were written on each ship's signal slate in the first place and taken to the captain as the ships were going into action. So more than one letter written by officers after the battle relates.

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Photo. A. DEBENHAM, Southsea.

A HOLOPHOTE ON BOARD H.M.S. "IMPERIEUSE."

THE search-light or holophote is one of the appliances that the introduction of the torpedo boat as a factor in Naval warfare at night brought into being. Search-lights are used on board ship in ordinary times for various purposes, such as for signalling at night, but in time of war their principal use would undoubtedly be in connection with the work for which they were first designed. Their working and control, moreover, is at all times under the electrical staff of the ship. The projectors, situated at various points about the ship, can turn about in any direction, electricity being supplied by dynamos down below, and produced by carbons placed within the projector so as to illuminate the concave mirror forming the back of the projector and reflect a perfectly straight beam of light on any object above the horizon.

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ENGINE ROOM RATINGS ON BOARD THE "MAJESTIC."

THE engine room staff of artificers and stokers on board a big first-class battleship such as the "Majestic" number upwards of one hundred and forty odd men—the total ship's company numbering between seven hundred and fifty and seven hundred and sixty. It takes from a year and a half to two years in battleship to train a stoker thoroughly, the recruits in the first place joining the Navy about the age of eighteen, at one or other of the Naval ports. There they are attached to the Naval depôt and receive preliminary instruction in their duties, also going through a course of small arm drill before being embarked for service afloat. The engine room ratings on board the "Majestic" are under the immediate control of the Engineer officers of the ship, who comprise one Fleet Engineer, two Engineers, and four Assistant Engineers.

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Photo. by R. ELLIS, Malta.

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THE "VICTORIA," HIRED TRANSPORT, LEAVING MALTA HARBOUR.

THIS view of Malta shows the P. and O. steamship "Victoria," employed under Government as a hired transport for the conveyance of troops to and from India and elsewhere, leaving harbour on one of her recent trooping voyages. It was on board the "Victoria" that Dr. JAMESON and his officers were brought to England. There are two principals harbours at Malta, Grand Harbour, essentially the Naval port of the island, where the ships of the Mediterranean Fleet lie at their moorings, and Quarantine Harbour, the mercantile port, where the P. and O. steamers and merchantmen in general ordinarily put in. Our view shows the "Victoria" leaving Quarantine Harbour and passing Fort Mansel. Sliema Creek is the large inlet on the right.

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HOW GUNS ARE MADE,

By LIEUTENANT-COLONEL FRANK H. ARMSTRONG, late Army Service Corps.

UP to the year 1860 the Irishman's recipe for the manufacture of a gun—"Take a hole and pour iron round it"—practically held good. For notwithstanding the immense strides which had been taken in the development of mechanical science during the first half of the 19th century, naval and fortress or field guns had scarcely improved at all since the time of Queen Anne.

In the autumn of 1860 the first rifled field guns were issued to some field batteries of the Royal Artillery at Aldershot. They were jealously guarded by sentries to prevent inspection by outsiders as they were parked near the "X Lines" in the old South Camp. These guns were the forerunners of a new system. Sir William Armstrong was now head of the Royal Gun Factories at Woolwich Arsenal, and had inaugurated a new process in the manufacture of guns, both for land and naval service, which was to make his name for ever famous in the history of material of war.

Instead of a mere cast-iron or bronze tube of smooth bore character, loaded at the muzzle, throwing a spherical shot or shell, with which practice was uncertain and erratic, owing to the bad centreing of the projectile and its unsteady flight through the air, the new guns were built up of a series of coils of wrought iron, superimposed upon an inner tube, which was rifled, so as to cause the projectile to revolve during flight and steady itself; loading was effected at the breech instead of at the muzzle, the shot or shell being lead-coated so as to "take" the grooves of the rifling, hence perfect centreing and good shooting was the result.

We will not dwell upon the inconceivable obstinacy which influenced certain antiquated officers of the Royal Artillery, and which induced a return to the muzzle-loading system from the years 1870 to 1878. This was one of those "bewildering intervals" spoken of by the author of the *Hunting of the Snark* "when the ship sailed backwards!" Ere long common sense and wiser counsels prevailed, but not until some thirty of our finest battleships had been provided with a main armament of huge, unwieldy guns, possessing neither range, accuracy, or penetrative power, which armament was to hang like a mill-stone about their necks, even in their renovated condition.

The introduction of steel, instead of wrought iron, for the manufacture of the body of the gun was opposed for a considerable time, as certain accidents in foreign countries, where steel guns had suddenly burst, led to the notion that the material was untrustworthy, though it had been employed for the A tube of guns in England since 1869. Subsequent investigations, however, showed most unmistakably that such accidents had been due to the excessive tempering of the steel, or to the introduction of too large a proportion of carbon into it. Hence, since the year 1880, steel has taken the place of wrought iron in the building up of guns.

We have now arrived at a point when it seems suitable to explain what steel is, and how it is obtained from cast iron, which is itself the result of the reduction of the various ores of iron.

Cast iron is made by a continuous process conducted in blast furnaces from fifty to one hundred feet high. The iron ore is raised in a lift to the summit of the furnace, and a specified quantity of ore, together with a proportion of lime, to act as a flux and combine with the impurities in the ore, as well as coke to act as fuel—the whole being called "a charge"—is shot into the mouth of the furnace, which is closed by a cone with the point upwards. It must be understood that the furnace is already heated.

When the charge is ready the cone is lowered, and the contents are allowed to sink into the furnace. The "slag," which is formed by the matrix of the ore combining with the lime, floats on the surface of the molten metal, and is drawn off at an aperture above it, whilst the iron is run off at the bottom of the furnace into a series of dumpy bars called pigs.

The pigs of cast iron, when run out, are very impure, and contain from two to five per cent. of carbon (absorbed from the fuel) as well as a small proportion of sulphur, silicon, and phosphorus, mechanically mixed with the iron. These impurities must be got rid of. In order to effect this process, a charge of cast iron and scrap steel is put into the open hearth of a Siemens-Marten furnace, heated by the combination of gas and air. Before ignition in the furnace, both gas and air are raised to a very high temperature. Their action, passing over the charge in the furnace, to which some hæmatite ore has been added, is to cause the metal to boil violently, and a portion of the carbon, as well as the silicon, sulphur, and phosphorus pass away. A little manganese is then added to complete the purification. By this process the conversion of the cast-iron into steel has taken place, the metal having assumed other allotropic forms, and the small proportion of carbon left being combined chemically, instead of mechanically, with the iron.

The liquid steel, after conversion, is run into large ladles, lined with brick, and the contents of a number of these ladles are poured into an ingot mould, the steel ingot being intended either for the hoop or the tube forming a portion of a gun, and shaped accordingly. It is found that most of the impurities of the metal have a tendency to rise to the top of the ingot, so the top is afterwards sawn off and otherwise made use of. The ingot is now cut to the necessary length, and bored out, the hole being slightly larger than that required when the hoop or tube is finished. It is then again heated, and forged upon a mandril (or long steel bar), either by hydraulic process, or under a steam hammer. This lengthens the hoop or tube and reduces the diameter of the bore. Test pieces are then taken from both ends of a tube, or from one end of a hoop, and turned down into little bars, which are stretched by the testing machine to ascertain their tensile strength and elasticity. Hardening, which is effected by heating the steel, and suddenly cooling it in a bath of rape oil, increases the breaking strength very much. By this process, steel which, before hardening, broke at a strain of 30 to 35 tons to the square inch, might have a breaking strength of 40 to 46 tons imparted to it. If a very high breaking strength is required, and great elasticity, a large quantity of carbon must be left in the steel, and hardening must be resorted to. But this material is more suitable for tools or watch springs.

The mild steel used for plating ships has a breaking strength of only about 26 tons. Gun steel is not nearly so ductile as this, but only a limited extent of hardness and

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elasticity is required. About 37 or 39 tons to the square inch would be a fair point at which to place the breaking strength of the tempered material for this purpose.

The testing of the bars of steel for the various forgings of a gun is a most tedious and expensive process, so severe are the restrictions imposed upon gun makers by the gun factory inspectors; but, as so much depends upon the perfection of the material, it would be unwise to lessen the vigilance of inspection. After hardening, the various hoops of which the gun is composed are annealed, and allowed to cool slowly, so as to allow the molecules in the steel, which might have got into a strained position in the hardening, to re-arrange themselves normally.

The barrel is now rough turned outside, after hardening and annealing, and fine bored inside. Then the first or breech-piece hoop to be placed over it is carefully bored to its right dimensions *inside*, and the *outside* of the barrel is afterwards turned down to very nearly the same dimensions, a tiny excess in diameter being given to the latter, so that the hoop, when it shrinks on, may hold tight. There is a shoulder cut within the hoop which engages with a corresponding shoulder upon the barrel, when the first hoop is shrunk on, so as to keep the end of the hoop in its place on the end of the tube, and this end of the hoop is allowed to shrink first, the other end being kept hot with gas jets, so that the mass in cooling adopts a natural and not a strained position. Whilst this process is going on the barrel is placed perpendicularly upon its muzzle end, and the hoop is passed over the top. Then the barrel is reversed, and the collar is screwed in between the end of the breech-piece and the barrel, which retains them rigidly in their relative positions.

The gun is now sent back to the shops and its outside is turned down to suit the next set of tubes or hoops. Shrinking on, or "blocking up," as it is technically called, is then resorted to as heretofore, and the gun is gradually evolved out of its various hoops or tubes. The locking of the several tubes with one another, so as to form joints, is effected in a variety of ways. At Woolwich the "bayonet joint" has been employed, which consists of a series of lugs being left upon the outer surface of the end of one tube, whilst the inner surface of the end of the tube to be joined to it has corresponding lugs. The tube to be joined is then passed over, with the lugs upon it over the spaces between the lugs in the other tube. The first tube is then turned, until the lugs are locked, whilst it is still hot. Wedges are afterwards driven into the spaces left. At Elswick, serrated edges are left at both faces of the joints, and these, after shrinkage, close tightly upon one another.

When all the tubes and hoops are placed in position, the gun is taken back to the shops for its final machining. Then the breech-screw is cut, and the slots which are to guide the gun during recoil in its cradle; afterwards it is ready for rifling.

The rifling machine is a most ingenious one, and a most attractive contrivance to watch whilst at work. The tool which cuts the grooves for the rifling of the bore is fixed into a large round head at the end of a shaft passing through the gun, and only works on its passage out. The bar and head revolve slowly in their journey down the bore, being induced to do this by the action of a copying bar with which the shaft is associated, and by means of which any shaped rifling may be laid out. This copying bar is inclined at an angle to the shaft. If straight, it will cause "uniform" rifling to be cut in the gun. If curved, the rifling will be of the "increasing" pattern, that is to say, increasing in sharpness of turn from the breech to the muzzle. We should have said that the cutting tool passes through the muzzle, and *works back* from the breech.

The forging of the trunnion ring in guns which are constructed with trunnions is effected from the steel ingot, just as is done in the case of hoops or tubes, only the ring is commenced with a bore of small size, and this is gradually worked larger and larger under the steam-hammer by means of short mandrils of increasing size, which imparts a circumferential strength of unusual character to the material of the ring. As the mountings now employed for very heavy guns do not require the employment of trunnions, the huge forgings formerly constructed for trunnion rings are no longer seen. It was a magnificent sight, in the time of the 80-ton muzzle-loaders at Woolwich Arsenal, to witness the forging of one of these rings. The remainder of the gun consisted of a series of spiral coils, drawn out of a long, reverberating furnace red-hot and wound upon a drum, after which they were re-heated and welded under the great 30-ton steam-hammer, which delivered a blow of 8,000 foot-tons! But the trunnion ring was a speciality. It was built up of a number of slabs of wrought-iron, called "blooms," at the end of a huge porter-bar of wrought-iron like the mast of a ship, and this porter-bar, with its red-hot end, constantly increasing in size with fresh "blooms," was deftly turned about and the forging hammered flat popped into the furnace and whipped out again, as if it had been a small loaf on a baker's peel.

The introduction of cordite, as a propellant for employment in heavy guns, naturally led to the adoption of means to counteract the excessive strains induced by the new explosive within the chamber of the gun and within the bore at the commencement of the chase.

The use of steel wire or tape, to give circumferential strength had been advocated by Longridge and others. It has now come into general use for a large number of heavy guns, both quick-firing and otherwise. At Woolwich Arsenal the system adopted for wiring is to turn the gun slowly round, and allow it to draw the steel tape off a drum through a pair of jaws which, by a system of brake levers and weights, compress it tightly, the pressure upon the tape being about 40 tons to the square inch. The pressure is a self-adjusting one; if the tape is strained too much, the levers are raised, and the tape begins to work out more easily. If the tape breaks it does not unwind, as the friction binds it to the gun, and a junction is easily made with the broken end.

Over a ten-inch breechloader, the tape is laid in the hollow reserved for it to a depth of two inches, and being 0·1 of an inch thick, this would mean twenty layers, one wound over the other. The extent of the taped portion of the ten-inch gun is about one-third of its length, but the system varies with different classes of gun, and even in guns of similar calibre. The forty-six-ton guns of the *Majestic* and *Magnificent* are said to have one hundred and five miles of tape wound round each of them, but, in these cases, nearly half the length of the gun is reinforced in this manner. The tape varies in size from ·05 by ·25 to ·1 by ·3 of an inch, and is rectangular in section. It has a breaking strength of more than fifty tons to the square inch.

Great modification in shape has been made in the manufacture of the modern steel-taped gun. Take the 46-ton 12-inch gun and compare it with the old monstrosities of 12-inch calibre which were mounted in the *Devastation*. The length has increased from 13 to 40 calibres, whilst the diameter of the gun at its breech is considerably reduced, thanks principally to the clever invention of Mr. Longridge.

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STEEPLECHASING IN THE ARMY,

BY MAJOR H. S. DALBIAC, LATE R.H.A.

IT is a fact which does not admit of any argument whatever, that sport is the finest training in the world for a soldier—except, of course, the game of war itself. What else promotes the power of enduring hardship in the same degree, or quickens the habits of observation, quickness of thought, and readiness of resource, which are second nature to the true sportsman, and absolutely necessary to the soldier.

Did not the great and immortal Jorrocks describe hunting as "the image of war without its guilt, and only five and twenty per cent. of its danger," and whether he be right or wrong, certain it is that, at the present moment, either in the Soudan desert or the South African bush, a quick man to hounds would be sure to make his mark.

And if this be true of hunting, it is scarcely less so of its sister sport Steeplechasing, for here again the very qualities engendered—namely courage, patience, quickness of decision, and determination—are those which are most useful to such as seek "a bubble reputation at the cannon's mouth."

Fortunately for this country its Army has hitherto been always officered by sportsmen—it will be a bad day for England when this ceases to be so—and it is therefore hardly to be wondered at that no sooner had racing over a "country" become an established feature of our national sport than it was at once adopted with acclamation by the hard-riding cornets of the period.

Steeplechasing, which has existed now for a hundred years or so, in some form or another, no doubt took its rise in the natural rivalry of the hunting field. What better way could there be of testing the relative merits of rival "foxcatchers" than that of letting them fight it out over three or four miles of a fair hunting country? And it is likely that the matches and private sweepstakes which originated this now popular sport were, as a rule, the result of some after-dinner argument as to the speed, endurance, or cleverness of the various horses ridden with some particular Hunt. Ireland seems to have been more or less the land of its birth, and it was in 1803 that the first regular Steeplechase of which we have any authentic record took place in that country, although the "Druid" makes mention somewhere of an eight mile steeplechase run in Leicestershire in 1792.

Although, of course, it had not then assumed its ultimate proportions, Military Steeplechasing was in full swing during the sixties. I well remember, when I was a small boy at Eton, about that period, going regularly to see the Household Brigade Steeplechases, near Windsor, in the days when the "Brigade" numbered many good horses, and when "Lummy" Harford, "Doddy" Johnstone, "Charlie" Ker, and "Curly" Knox were some of its representative riders, of whom the first-named was probably the best cross-country jockey and neatest horseman of his day.

During the seventies the sport grew rapidly in favour in the Army, and up to the middle of the eighties was probably at its zenith, from a Military point of view. The 7th Hussars, always a sporting regiment, were at that time stationed at Aldershot, where Lord Marcus Beresford, Mr. Paget, Mr. W. H. Johnstone, Mr. W. B. Morris, and Captains McCalmont, Barker, and Shuttleworth took a leading part as owners and riders in the various Military meetings held there and elsewhere. Mr. "Wenty" Hope Johnstone was a peculiarly fine horseman, who is riding still, and won a good race at Sandown Park quite recently; whilst his pupil, Mr. W. B. Morris, who was unfortunately killed a few years later on, was also a fine judge of pace, and rode a great number of winners.

The 9th Lancers, too, who were at Aldershot early in the seventies were not likely to be behindhand, seeing that among them were such sportsmen as "Bill" Beresford, Captains Palairet, Gaskell, Herbert, and Grissell, and that clever horseman, Mr. E. Willoughby.

The Royal Artillery, who have always had a prominent owner and a good jockey or two in their ranks, at this time numbered among the former Major Byrne, owner of Charleville, Jerome, Lady Sneerwell, and other good 'chasers, and, later on, of that great racehorse, Amphion; Captain Sandiman, who had a good horse—when he liked—in Fervaques, a Grand Prix winner; and Captain Toogood, the owner of Chance and other winners; whilst of the latter Captain Wortham, Captain Magennis, Mr. Annesley, Mr. T. J. Roch, and Mr. H. Browne were all good men, especially the latter, who, although a very light weight, was probably the best jockey and the strongest horseman in the Army in his day. Poor little "Driver" Browne, as he was always called, was knocked down and killed by a train at Esher Station, on his way back to Aldershot, where he was then stationed, on the day that Goldfinder won the big Steeplechase at the first Sandown Park meeting in 1875, and I do not think we have ever seen his equal in the Service since.

It would not do to forget that smart regiment, the 10th Hussars, especially as their Colonel, the Prince of Wales, ran horses at their meetings, and also such well-known sportsmen as Captain Bulkeley, Mr. Gough, Mr. Fitzwilliam, Captain Wood, Lord Valentia, and Captain St. Quentin; nor must we omit to mention that the 3rd Dragoon Guards were well represented by Mr. Wardrop, now commanding the 12th Lancers, and Mr. Lee-Barber, who afterwards became a very successful rider, both on this side of St. George's Channel and the other.

Among other Hussar regiments, the 14th were a rare sporting lot, of whom Captain Knox won many a good stake with that honest old mare, Cruiskeen, usually ridden by Captain Amherst, one of the boldest men over a country ever seen, and known to his familiars as "The Admiral." Mr. Maxwell, too, in the same regiment rode well, and was very keen; whilst in the 20th Hussars, Messrs. Pallin, Jameson, and Oliver ran horses which were for the most part steered by that very able jockey, Mr. Irwin. It is not possible to think of this period without remembering the celebrated "Bay," Middleton, who although perhaps never quite so good "between the flags" as he was behind hounds, was nevertheless a strong, resolute horseman, and won a great number of races. He was very unlucky in the number of bad falls he had, and at last met his death in that way, perhaps, as he himself would most have wished after all.

Among Infantry regiments the Rifle Brigade usually had a good horse or two, of which I remember Lord Torpichen's Fiddle, by Kettledrum, winning the grand Military Hunt Cup at Rugby, and later on, Lord Ribblesdale, who dearly loved a gallop over fences, generally had something in training. Captain Warburton, of the Engineers kept horses too, but more for flat racing, if I remember right; whilst Major Bond, and Messrs. Beresford and Lindsay were also upholding the honours of the "Sappers" at the same time. The Army Service Corps, too, had its representatives, of whom the most successful perhaps was Mr. Lee-Warner, the owner of St. Anthony and other good horses, and taken all in all, Military Steeplechasing was going very strong throughout the seventies.

The various regiments in the English Army are a good deal changed about from time to time, and it often makes no

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little difference to the military meetings at home what regiments are at Hounslow, Aldershot, York, and other English quarters, and which are soldiering far away in India. It was, perhaps, for this reason, perhaps for some other, that during the eighties the Army as a whole seemed to be losing its interest in this particular sport, and in some cases it was no easy matter to keep the annual regimental meetings going at all. It is true that the Grand Military Meeting of 1880, the last ever held on the grand old Rugby Course, was an unusually good one, and that there were plenty of good horses running and good men riding just then, among the latter Mr. A. F. Peyton, of that particularly smart and sporting regiment, the 11th Hussars who was winning races with The Mare, Priestcraft, and Evenley; Mr. M. A. Burke, of the 7th Dragoon Guards; Mr. Underwood, 4th Hussars; and Mr. Waldron, R.A; in addition to many of those mentioned above as running horses, or riding them a few years earlier.

It was in 1881 that the Duke of Connaught won the Aldershot Cup with a useful horse named Blarney, and I remember that the Prince of Wales ran a horse there too, either that year or the one before.

The 5th Lancers were then at Newbridge, and had several keen sportsmen among them, including Mr. Brocklehurst, owner of Collegian, for which he gave Captain Machell 800 sovereigns to win the Grand Military, won the year before by Cymrw, Mr. W. H. Jones, and Mr. P. Purcell, all three of whom rode a lot better than most.

Captain Meysey Thompson, too, of the Rifle Brigade, who was then on the staff in Dublin, generally had a good chaser or two, and in 1881 won the Grand Military at Fairyhouse with a useful little mare, On Spec.

In the Household Brigade, Lord Downe, Sir S. Lockhart, and Captain Childe helped to keep the game alive, and among those who were riding well were Captains Lee-Barber, 3rd Dragoon Guards; Hickman, 14th Hussars; W. H. Johnstone and W. B. Morris, 7th Hussars; Armitage, 15th Hussars; and T. Hone; whilst Mr. E. R. Owen, Lancashire Fusiliers, and Mr. P. Bewicke, 15th Hussars, were just beginning to give some promise of what they were going to do later on.

Nevertheless, as the decade progressed, Steeplechasing in the Army declined, the good horses grew gradually fewer, and the capable riders rapidly rarer. The 9th Lancers, the 8th Hussars, who, a few years before, had been represented by such real good horses as Abdallah, Sultana, Christmas Gift, and Martha; the Carabineers, who held their own at home in the days when "Tommy" Hanbury and "Bobby" Sandiman were riding for them; the 17th Lancers, who always had a good horse or two; the 14th Hussars; and the 12th Lancers, were all in India, winning pony races, and the regiments at home seemed to be, to a great extent, losing their zest for the sport. Matters had fallen to a low ebb, indeed, when, in 1885, the Grand Military Gold Cup was won by the selling-plater, old Scorn, nor did they improve much for some time after that, though luckily they began to mend just when they were at their worst, and a very different state of things prevails again now.

The Grand Military Meeting which, as is usual now, took place at Sandown Park this year, introduced us to a class of horse and a style of riding which was certainly an improvement on what we were used to see a few years ago.

Nelly Gray, who won the Gold Cup from honest old Midshipmite, and the useful Dalkeith, is a very good mare indeed, but is no treat to ride, and Mr. D. G. Campbell, of the 9th Lancers, who rode her, must have handled her very nicely to make her run her race out in the way she did. The same gentleman won this year's Grand National on The Soarer shortly afterwards, and is fairly entitled to rank at the top of the tree.

The Household Brigade also had a very successful meeting at Hawthorn Hill, where Sir Cuthbert Slade, Captain Ricardo, Mr. R. Ward, and Mr. Lawson were to the front: Captain Fisher, of the 10th Hussars, won the Irish Grand Military at Punchestown, the winner being well handled by Captain Hughes Onslow of the same regiment. The Gunners, too, had a capital meeting at Aldershot, whereat Mr. Lamont won the Gold Cup with Honor Oak, and Captain Hanwell rode a good race on his own horse, the good-looking Puff, in one of the other events.

In fact, regimental meetings are everywhere looking up just now. The 10th Hussars, the 12th Lancers, the "Royals," the 8th Hussars, the 17th Lancers, the 9th Lancers, and several other sporting regiments are at home. The "Brigade" have got a number of good men riding for them, and various Infantry regiments are also well represented, so that although Captains Bewicke, Lee-Barber, and Hope Johnstone are no longer in the Service, and Majors Burn-Murdock, and E. R. Owen are in Egypt, the Military Steeplechase Meetings of the present day are nevertheless a distinct improvement on those of six or seven years ago.

It is well known how well the Army was represented in the early days of Steeplechasing, by such accomplished horsemen as Captains Beecher, Little, and Coventry, and it is worthy of notice that during the last fifteen years the biggest Steeplechase of the season has been thrice won by a soldier:—In 1882, when Lord Manners rode his own horse, Seaman, to victory; in 1892, when Captain Owen won on another soldier's horse, Father O'Flynn, and in March last, when Mr. Campbell got The Soarer home first. The race was also won by a military horse in 1888, Mr. Baird's Playfair, and in 1883 the winner, Zoedone, was owned and ridden by an Austrian cavalry soldier, Count Knisky

In this short article it is impossible to mention all the good horses and riders one has seen run and ride in Military Steeplechases during the last thirty years, but there is one name that can never be forgotten wherever soldiers or lovers of Steeplechasing may happen to foregather—it is that of Captain Smith, better known to his friends as "Doggy" Smith, and a really remarkable horseman. What he did not know about riding over a country was not worth knowing, and there was no professional rider who could give him a pound, epsecially over big countries. He was very strong, always fit, and could ride the worst of horses, whilst the number of years that he went on at it were a pretty good proof of his fondness for the game.

I think he was in the Carabineers, but, however that may be, the fact remains that there is scarcely a regiment in the Service, horse or foot, which has not, at one time or another, numbered amongst its members some horseman who could hold his own between the flags with the best. It is not all confined to the regulars either; there are few Yeomanry regiments which do not have their annual meeting, and not a few celebrated performers have come from that source.

It is not unlikely that it is to this love of sport in their officers that our regiments, which are the envy of every other nation in the world, and have up to now always pulled us through when all else has broken down, owe their excellence. The love of sport is inherent in the Anglo-Saxon race, and it is an undoubted fact that English soldiers will always more readily follow those of their officers whom they know to be good sportsmen, and believe in accordingly, than such as are not, however learned they may be; and quite right too since history tells us that the man who has sharpened his wits, added to his powers of observation, quickened his resolution, and hardened his constitution by sport, and as much by Steeplechasing as by any other form of it, has always, up to now, made the best soldier, whilst it is equally certain that it always will be so, as long as sport and war exist.

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FIELD MARSHAL Right Hon. LORD ROBERTS, V.C., G.C.B.

NO apology can be needed for again presenting our readers with a portrait of Field Marshal Lord ROBERTS. We show the veteran Commander of the Forces in the full uniform of his rank, with his bâton in hand and wearing the white buckskins and jacked boots that form one of the most striking features of a field marshal's dress. The medals that Lord ROBERTS wears are the Indian Mutiny Medal with three clasps, the Indian Frontier Medal with three clasps, the Abyssinia War Medal, and the Afghan War Medal with four clasps, and also the Bronze Star for the famous march to the relief of the Candahar Garrison. Besides these, Lord ROBERTS wears the decoration of the V.C., and the Stars of a Grand Cross of the Bath, the Star of India, and the Indian Empire. Eminent as Lord ROBERTS'S war services have been, his fame will rest chiefly on his work during his tenure of the Chief Command in the East—the re-organisation of the Army and Frontier Defences of India.

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The COLONEL of the 1st Battalion ARGYLL and SUTHERLAND HIGHLANDERS.

THE officer in trews is Lieut.-Colonel O. C. HANNAY, who commands the 1st Battalion of the Argyll and Sutherland Highlanders now stationed at Aldershot Camp. The warrant officer to whom he is giving an interview is the Sergeant-Major of the battalion, Sergeant-Major R. C. WILLIAMSON. The two officers here shown are heads of the executive in a battalion. The Lieut.-Colonel is the commandant in supreme charge of the corps as a military unit, and also the senior and head of the commissioned officers of the battalion. The Sergeant-Major is peculiarly responsible for the discipline and efficiency in drill of non-commissioned officers and men of the rank and file at whose immediate head he is, as the senior warrant officer of the battalion.

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THE OFFICERS OF THE 1st BATTALION PRINCESS LOUISE'S (ARGYLL AND SUTHERLAND) HIGHLANDERS.

THESE are the officers of the 1st Battalion of the Argyll and Sutherland Highlanders (the old 91st), waiting to fall in on parade at Aldershot. Most of them are seen in full Highland uniform, as worn by officers of Scots regiments on foot. The three officers, of those wearing the feather bonnet who are shown in trews, are Colonel HANNAY, the commander of the battalion, one of the majors, and the adjutant. Colonel HANNAY is seen with a paper in his hand, speaking with the major, while the adjutant stands to the left (as the reader looks at the group) conferring with another officer. The badges borne on the uniform of this regiment are specially distinctive: the Boar's Head, the crest of the Argyll family, and wreath of Myrtle, the badge of the Campbell clan; the Mountain Cat, the family cognizance of the Sutherlands, and wreath of Butcher's Broom, the badge of the Sutherland clan; the silver label of three points, the heraldic "mark of cadency" of the arms of the Princess Louise. These badges are borne on the buttons, feather bonnet, glengarry cap, doublet collar, and waist plate. The regimental Tartan is the Sutherland Tartan; the regimental facings are yellow; and the hackle is white.

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TROOPERS OF THE SOUTH AUSTRALIAN CAVALRY.

THE Defence Forces of South Australia practically owe their origin to the Russian War Scare in Australia, of 1885, which compelled the various Colonial Governments to pay more attention than they had hitherto done to the efficiency of their local defences. In South Australia, the Governor in Council was authorized under the Defence Force Act of 1886, to raise an Active Militia of 1500 men with a reserve militia of 1000 men, and a force of unpaid volunteers. The Active Militia comprises two troops of cavalry—Lancers, of which we see here four typical troopers—one field battery of artillery, and one garrison battery, with three battalions of infantry, each of four companies, and ambulance and medical corps cadres. The Active Militia are concentrated about Adelaide, are embodied every year for six weeks' training, and are under the orders of a Commandant, an Officer of the British Army who is assisted by a headquarters staff.

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"JACOB'S HORSE."

THE 6th Bombay Cavalry are the famous "Jacob's Horse," being so named after the founder and first commandant of the regiment, the famous Brigadier JOHN JACOB, the brilliant Irregular Cavalry leader and military organizer of forty years ago, whom Sir Charles Napier called "the Seidlitz of the Sind Army." It was raised in 1846, and has had a splendid fighting career, in token of which it bears as appointments in record of its war services the names "Cutchee," "Meanee," "Hyderabad," "Punjab," "Mooltan," "Goojerat," "Afghanistan, 1879-80." The Uniform of the regiment is dark green—the colour adopted for all the seven regiments of Bombay Cavalry—with primrose facings, dark blue check loongee, and primrose throat plume. "Jacob's Horse," which numbers some 600 sowars, is at present stationed at the city founded by their great chief, Jacobabad in Sind.

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THE YEOMAN PORTER OF THE TOWER WARDERS.

SERGEANT-MAJOR PATRICK PENROSE, the "Yeoman Porter" and Chief of the Yeoman Warders of the Tower, who is seen in the centre of the group, addressing a drummer of the 3rd Grenadier Guards, is a veteran soldier, and has been at the Tower ever since 1873. The Yeoman Warders at the Tower are a distinct body from the Yeomen of the Guard, though the two corps dress alike—except for the addition of the cross-belt which the Yeomen of the Guard wear. Their numbers are limited to forty, and they are appointed by the Constable of the Tower from a list of eligible warrant and non-commissioned officers of the Army. The Yeoman Porter is answerable for the discipline of the Warders, and ranks next after the Major of the Tower. The boy seen on the left of the group is a son of General DUNNE, the Lieutenant of the Tower, the officer second in command under the Constable. He is shown in a fancy dress. Our photograph was taken on the occasion of the full-dress inspection of the Tower Warders by General DUNNE on the 1st of May, 1896.

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A TURN-OUT of the MAIN GUARD at the GATE of PLYMOUTH CITADEL.

HERE we have the main guard of the 1st Battalion, of the Welsh Regiment, which is now quartered in Plymouth, turned out before the Citadel Gate. They are shown presenting arms and with the bugler sounding—in the act, that is, of rendering full military honours, as at guard-mounting or in the presence of a body of troops under arms passing on the Hoe. The gateway seen in the photograph is the principal entrance to the Citadel, and dates from Charles the Second's time, when the present work was erected on the Hoe in the place of an old Tudor entrenchment that had existed since Queen Elizabeth's days. As it at present stands Plymouth Citadel is perhaps the best preserved specimen of the old seventeenth century style—the Vauban bastion type—of fortification existing in England, and its gateway is a unique piece of military architecture. Its days—unfortunately from an artistic and antiquarian point of view—are numbered.

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TROOPERS OF THE ROYAL CANADIAN DRAGOONS (HUSSARS).

THE defensive forces of Canada are the Militia of the Dominion. This Militia (under a Major-General of the British Army with headquarters staff) is divided into an Active and a Reserve force, the Active force comprising men called out for training annually. From among these, seven regiments, two squadrons and four independent troops of cavalry are accounted for, in addition to batteries of artillery (eighteen field and forty-two garrison), three companies of engineers and ninety-five battalions of infantry, with nine permanently embodied corps—two troops of cavalry (typical men of one of which we show here), three batteries of artillery and four companies of infantry, numbering in all 1,000 rank and file, comprised of men enlisted for three years permanent service, officered from the Royal Military College at Kingston, and trained in every respect up to the standard of the British Imperial Army.

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